

11 OCT 1957

Rpt. 9

21 OCT 1957

Date of writing report 9/10/57

Received London

Port HULL.

No. 63482.

Survey held at HULL.

No. of visits 2.

First date 2/10/57

Last date 7/10/57.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11009 Name ~~M.V.~~ "FRIARGATE" Gross tons 246 Date of build 1935  
Owners Hull Gates Shipping Co. Ltd. Managers Craggs & Jenkin, Ltd. Port of Registry Hull.  
Engines made Lcn. By Ruston & Hornsby, Ltd. Type Oil Eng. 4 S.A.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both.  
Nature of Survey D.S., Damage & S.R.L.  
Was Damage Report issued? No. Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS coasting service U.K., Eire, Channel Is. & Continent between R. Elbe & Brest 9,56 s.s. Nwc (Dr) 6,55	MBS CS 7,55 TSOG(N) 6,55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good. Wear Down of Stern Bushes Close fit. Oil Glands Good. Sea Connections  
Fastenings Good. Has Screwshaft been drawn? Yes. Date of Examination 2/10/57 Has Shaft been changed? No.  
Has Shaft now fitted been previously used? Yes. Has Shaft now examined/used a continuous liner? No. Approved oil gland? Yes.

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides  
Side  
Centre
- Crankpins & Bearings  
Side  
Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel is eligible in my opinion to remain as classed with fresh record of TSOG 10,57 subject to the ahead pinion and ahead clutch assembly of the Main Engine reverse/reduction gearing being renewed by the end of March, 1958 (6 months limit).

THURSDAY - 7 NOV 1957

Date of Committee

Decision

See Rpt. 8

Note  
for  
Header



- 32 Essential Independent Pumps (Identify by position) .....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....
- 35 Fresh Water Coolers ..... 36 Lub. Oil Coolers ..... 37 Heaters (state service) .....
- 38 Independent Air Compressors, Coolers & Safety Devices .....
- 39 Air Receivers & Safety devices—Main ..... 40 Auxiliary .....
- 41 Oil Fuel Tanks (Not forming part of hull structure) .....
- 42 Evaporators ..... 43 Have Evaporator Safety Valves been tested under steam? .....
- 44 Steering Machinery ..... 45 Windlass ..... 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators .....			l Generators & Governors .....
b Exciters .....			m Motors .....
c Air Coolers .....			n Switchboards & Fittings .....
d Motors .....			o Circuit Breakers .....
e Air Coolers .....			p Cables .....
f Control Gear, Cables, etc. ....			q Insulation Resistance .....
g Insulation Resistance .....			r Steering Gear Generators and Motors .....
h Insulating Oil Test .....			s Navigation Light Indicators .....
i Overspeed Governors .....			
j Magnetic Couplings .....			
k Air Gap .....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters .....	
Safety Valves .....	
Mountings, Doors & Fastenings .....	
Safety Valves Adjusted to { Sat. ....	
Spt. ....	
Boiler Securing Arrangements .....	
Main Economisers .....	Exhaust Gas Heated Economisers .....
Steam Heated Steam Generators .....	Steam Generator Safety Valves Adjusted to .....
Were Oil Burning System & Remote Controls examined working in accordance with Rules? .....	Forced Circulating Pumps .....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? .....	Funnel .....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main .....	Auxiliary (over 3 in. bore) .....
Were Copper Pipes annealed? .....	Have Saturated Pipes in cylindrical boiler smoke boxes been tested? .....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

DAMAGE stated caused by a mooring wire fouling the propeller at Norwich on 28th May, 1957.

NOW DONE:- Vessel placed in drydock. Propeller examined, blades faired and fore'd. face of boss machined.

Screwshaft drawn, examined and found satisfactory. Rope guard renewed.

S.R.L. ITEM. (Please see Grimsby Report No. 27113).

NOW DONE:- Ahead pinion and gear wheel examined and teeth found somewhat ridged.

The Vessels Chief Engineer stated that the gearing had been functioning satisfactorily. Gearing tested under working conditions and found efficient.

The Owners Representative stated that the spares, now on order, were expected in the immediate future. In the circumstances it is recommended that this item be deferred and dealt with by the end of March, 1958 (6 months limit), considered efficient meantime. Limit letter issued, copy attached.

LEAVE THIS SPACE BLANK

Survey fees ... Gearing Exam. £3.3s.  
TSOG. £3.  
... damage. £3.3s.

Damage fee ...

Expenses ...

Date when A/c rendered



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