

Rpt. 9

Date of writing report 26th Jan., 1959

Received London 2 FEB 1959

Port of GENOA

No. 23905

Survey held at GENOA

No. of visits 3

First date 8/1/59

Last date 12/1/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60398 Name S.S. "FAIRTRADE" Gross tons 6675 Date of build 11-1921
Owners Fairtrade Steamship Co. Ltd. Managers - Port of Registry Monrovia
Engines made 1921 By Gen. Mar. Eng. Works - Hartlepool Type 2 steam turbines
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 225 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both
Nature of Survey TS, MBS & DKG.
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
+100A1	+LMC 8/57
SS 8/57	BS M 8/57
Dkg 10/57	TS CL 6/55
	SP 8/57

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 Propeller Good Wear Down of Stern Bushes 3,5 mm. Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft been drawn? yes † Date of Examination 9/1/59 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted continuous liner? yes Approved oil gland? no

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

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 16 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 & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery is eligible, in my opinion, to be continued as now Classed with fresh record of MBS 1,59 when the survey has been completed, subject to the propeller shaft being re-examined and dealt with as found necessary by the end of January, 1960 (12 months limit). - To complete the Main Boiler Survey the port and starboard boilers to be examined throughout, the mountings of the centre boiler to be examined and all the safety valves to be adjusted under steam.

Date of Committee

TUESDAY 24 FEB 1959

Decision

Defenda for ep mbs

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

(TS record withheld)

(A. Ansaldo)

Engineer Surveyor to Lloyd's Register of Shipping

002550-002558-0010

If certificate is required state where to be sent

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various electrical components like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Centre 12/1/59 - Good.
AUXILIARY, DONKEY or PRESS
Superheaters now removed.
Safety Valves
Doors & Fastenings Good
Safety Valves Adjusted to Sat. Spt.
Boiler Securing Arrangements Good
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)
Please see London letter dated 19th December, 1958.

NOW DONE :- The screwshaft has now been drawn in, examined by magnaflux test and found sound, except a corrosion all around the cone between the bronze liner and the propeller boss forward end due to water which entered the propeller boss.- The liner, sound, was found to be worn (actual thickness 12 mm. in way of the after bush).- The Owner did not agree to have the shaft properly machined on the cone now and to renew the liner, on the ground that the vessel will be sold for scrap in a near future.- It has been recommended that the shaft be re-examined and dealt with as found necessary by the end of January 1960 (12 months limit).
The superheaters coils of the three main boilers have now been removed and during this, stated, last trip the engine will be operated on saturated steam.

LEAVE THIS SPACE BLANK

Survey fees N. - Lt 4,000
T.S. - Lt 12,500
MBS - Lt 20,000

Damage fee
Expenses... (See K/L 101)

Date when A/c rendered 30/1/59