

Rpt. 9

Date of writing report 24-2-61

Received London

Port DUBAN

No. 9177

Survey held at Durban

No. of visits 8

First date 10-2-61

Last date 21-2-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65376 S.S. "INYONI" Gross tons 1223 Date of build 1938
Owners Smith's Coasters (Pty.) Ltd. Managers C.G. Smith & Co. Ltd. Port of Registry Durban

Engines made 1938 By Deutsche S. & M. Type C 2Cy. & LP turbine with DR gearing & Hydraulic coupling

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 SB W.P. 225 lb

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dkg; TS (CL); MBS

Was Damage Report issued? No Int. Cert? Yes

Last Report (For Head Office only)

Hull		Machinery	
BS	2,60	MBS	3,58
SS	3,58	M.Blr.S.	M 2,60
		TS	CL 2,58
		SPS	3,58

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 Oil Glands - Sea Connections Good

Fastenings Good Has Screwshaft/Propeller been drawn? Yes Date of Examination 13-2-61 Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam XXXXX)

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship is in safe working order and eligible in my opinion to remain as classed with records of MBS 2,61 and TS (CL) 2,61.

THURSDAY 20 APR 1961

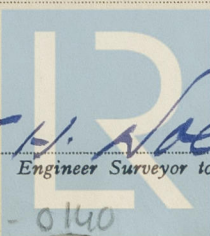
Date of Committee

Decision

MBS 2.61 subject
TS 2.61

REMPRESS

Noted for



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Engineer Surveyor to Lloyd's Register of Shipping

Foundation

602647-002652-0140

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 40 Auxiliary

39 Air Receivers & Safety Devices—Main

41 Oil Fuel Tanks (*Not forming part of hull structure*) 43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators 45 Windlass 46 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (*Identify by position*)

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

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

MAIN PORT and STARBOARD 14-2-61. AUXILIARY, DONKEY or PRESS

Good

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. Port and Starboard 225 lbs. Good.
Spt. Port and Starboard 225 lbs. Good.

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? Not Applicable Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes Fuel Good

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*)

REPAIRS (WEAR AND TEAR)

Main injection valve chest (Fabricated Mild Steel) renewed in mild steel. Chest satisfactorily tested to 100 lbs.

STARBOARD BOILER: All plain tubes and 14 stay tubes renewed.

When all plain and stay tubes removed tube plates sealed on water side, examined and found in good condition.

All superheater elements tested and repaired or renewed as necessary.

PORT BOILER: A number of plain tubes expanded.

The above repairs have been efficiently carried out and on completion boilers hydraulically tested and found tight and subsequently examined under steam and proved tight.

PROPELLER SHAFT. After bush re-wooded.

LEAVE THIS SPACE BLANK

Survey fees £40. 0. 0.
Spec. Attend. Fees £10. 0. 0.

Damage fee
Expenses £ 2. 12. 6

Date when A/c rendered 22/2/61.