

Rpt. 9

WRECK SECTION

Date of writing report 17-3-61 No. Received London Port DURBAN No. 9211

Survey held at Durban No. of visits 2 First date 1-3-61 Last date 17-3-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65441 Name M.V. "IRISBANK" Gross tons 5442 Date of build 1930-5

Owners Bank Line Ltd. Managers Andrew Weir & Co. Ltd. Port of Registry Belfast

Engines made 1930 By Workman, Clark (1928) Ltd. Type 2SA each 5Cy.

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1 W.P. 120 lb

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey S.R.L & Rprs.

Was Damage Report issued? No Int. Cert? Yes

Last Report (For Head Office only)

Table with columns for Hull and Machinery. Hull: +100 A1 with freeboard, 8,60, SS (Dr) 6,55 5,59, DTs & tanks between tunnels - vegetable oil. Machinery: +LMC CS 5,59, DBS d 12,59, TS CLp&s 5,59, SPS 6,55, Oil Engine.

15978 - H. Kg

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...

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

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, subject to port main engine No. 3 cylinder block securing studs being again examined before the end of June, 1961.

Date of Committee THURSDAY 20 APR 1961

Decision As now, subject.

Noted for Header

© 2020 Register of Shipping Foundation P. H. Baljoo Engineer Surveyor to Lloyd's Register of Shipping

Vertical text on the left margin: Fitted for oil fuel (for...)

Vertical text on the left margin: The after part of the clutch, and with a flexible...

Vertical text on the left margin: I will recommend...

Vertical text on the left margin: The machinery...

Vertical text on the right margin: If certificate is required state where to be sent.

22 Essential Independent Pumps (Identify by position) \_\_\_\_\_

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls \_\_\_\_\_

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? \_\_\_\_\_

25 Fresh Water Coolers \_\_\_\_\_ 26 Lub. Oil Coolers \_\_\_\_\_ 27 Heaters (state service) \_\_\_\_\_

28 Independent Air Compressors, Coolers & Safety Devices \_\_\_\_\_

29 Air Receivers & Safety Devices—Main \_\_\_\_\_ 30 Auxiliary \_\_\_\_\_

31 Oil Fuel Tanks (Not forming part of hull structure) \_\_\_\_\_

32 Evaporators \_\_\_\_\_ 33 Have Evaporator Safety Valves been tested under steam? \_\_\_\_\_

34 Steering Machinery \_\_\_\_\_ 35 Windlass \_\_\_\_\_ 36 Fire Extinguishing Arrangements \_\_\_\_\_

AUXILIARY ENGINES (Identify by position) \_\_\_\_\_

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
PROPULSION	PORT	STARBOARD
1 Generators		1 Generators & Governors
2 Exciters		2 Motors
3 Air Coolers		3 Switchboards & Fittings
4 Motors		4 Circuit Breakers
5 Air Coolers		5 Cables
6 Control Gear, Cables, etc.		6 Insulation Resistance
7 Insulation Resistance		7 Steering Gear Generators and Motors
8 Insulating Oil Test		8 Navigation Light Indicators
9 Overspeed Governors		
10 Magnetic Couplings		
11 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
Remote 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 Interim Certificate issued at Hong Kong dated 31-12-60.

NOW DONE. Examined studs from crankcase and found two studs broken (See sktech).

The Chief Engineer stated that these two studs had broken prior to his joining ship six months ago, but he was not able to say when they were actually broken.

To renew the studs would involve the removal of the cylinder block and time did not permit this.

The ship is to drydock on her return to Japan, and it was recommended that this condition be again examined before the end of June, 1961. Meantime, it is considered that the engine remains efficient.

The After Port Auxiliary Engine drives an electrical generator and an air compressor, the latter through a clutch. This clutch was broken beyond repair.

The broken clutch has now been replaced by a flexible coupling made here.

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Survey fees .. £10. 0. 0.

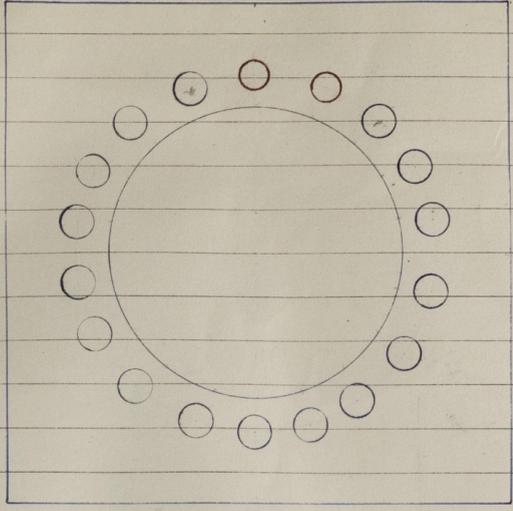
Damage fee ..

Expenses .. £ 0. 14. 6.

Date when A/c rendered .. 17/5/61. *P.V.B.*

"IRISBANK"

FORWARD



○ SOUND STUDS (16)

○ BROKEN STUDS (2)

AFT

*P.V.B.*