

Rpt. 9

WRECK
SECTION

10. APR. 1961

Date of writing report 17-3-61 No. Received London Port DUBAN 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
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)

Records of Survey & Special Notations as per Register Book

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

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 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

4 Crankpins & Bearings

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 & MANOEUVRING VALVES

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

REMPRESS

W. J. L. Sub
"Own"

R. J. L.

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P. H. B. Balfour
Engineer Surveyor to Lloyd's Register of Shipping
Foundation
002438-002446-0065

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)

| PROPULSION | | ELECTRICAL EQUIPMENT | |
|------------------------------|-----------|---------------------------------------|--|
| PORT | STARBOARD | AUXILIARY EQUIPMENT | |
| 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 | |
|--|--|---|--|
| 1 Superheaters | | | |
| 2 Safety Valves | | | |
| 3 Mountings, Doors & Fastenings | | | |
| 4 Safety Valves Adjusted to { Sat. Spt. | | | |
| 5 Boiler Securing Arrangements | | | |
| 6 Main Economisers | | Exhaust Gas Heated Economisers | |
| 7 Steam Heated Steam Generators | | Steam Generator Safety Valves Adjusted to | |
| 8 Vere Oil Burning System & Remote Controls examined working in accordance with Rules? | | Forced Circulating Pumps | |
| 9 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.

LEAVE THIS SPACE BLANK

Survey fees £10. 0. 0.

Damage fee

Expenses £ 0. 14. 6.

Date when A/c rendered

17/5/61.

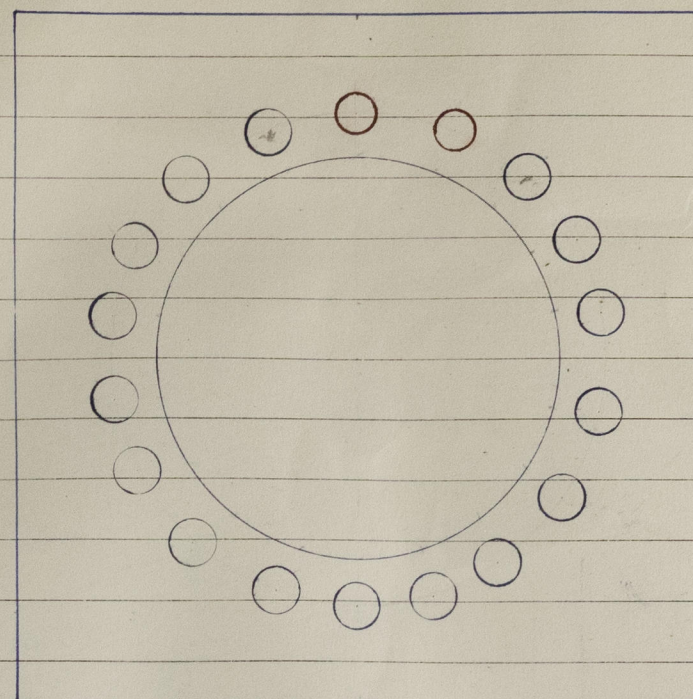
P.V.B.

Rpt. 9a.

Port of D U R B A N Continuation of Report No. 9211 dated 17 - 3 - 61 on the

"IRISBANK"

FORWARD



0 SOUND STUDS (16)

0 BROKEN STUDS (2)

AFT

P.V.B.