

Rpt. 9

Date of writing report 8.2.1961

Received London

Port MIDDLESBROUGH

No. 22142

Survey held at MIDDLESBROUGH

No. of visits 6

First date 26.1.1961

Last date 3.2.1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90575 Name S.S. "KLIPBOK" ex "Umtata"

Gross tons 7280 Date of build 1-1944

Owners Springbok Shipping Company

Managers

Port of Registry London

Engines made 1944 By Swan Hunter & Wigham Richardson

Type Steam Reciprocating

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 4 W.P. 225 lbs/sq' SPT

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey DS Comp. MBS G.E.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull		Machinery	
+100 A1		+LMC	10-56
SS	10-56	MBS	12-59
DS	5-60	TSCL P	5-60
		S	5-59
		SPS	8-58

NOW

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 p&s GOOD Wear Down of Stern Bushes p 1/8" s 11/64" Oil Glands - Sea Connections -
Fastenings GOOD Has Screwshaft Tubeshaft been drawn? NO 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, Side
Top Ends & Guides Centre4 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 GOOD

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? YES

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of MBS 1.61 as previously recommended and with postponement of ES until end of October, 1961 in accordance with London letter to Owners, dated 23rd September, 1960 subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

TUESDAY 14 MAR 1961

Deferred to ES
but assign MBS 1.61

A. Thompson.

Engineer Surveyor to Lloyd's Register of Shipping

002970-002977-0147

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Lloyd's Register
Foundation

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 GOOD
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, 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 auxiliary equipment 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 Starb'd Aft 27.1.1961 PORT Aft & Ford Centre 31.1.1961
Superheaters ALL GOOD
Safety Valves ALL GOOD
Mountings, Doors & Fastenings ALL GOOD
Safety Valves Adjusted to Sat. All 4 boilers 225 lbs/a' Spt. All 4 boilers 225 lbs/a'
Boiler Securing Arrangements ALL 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? YES Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? YES Funnel 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)
Now done for General Examination authorised by London letter 23rd September, 1960.
P&S main engine holding down bolts examined. Seven broken bolts on port main engine and four on starboard main engine now renewed.
Steering gear engine opened out by makers and repaired as necessary. On completion of overhaul steering gear tested under working conditions and found satisfactory.
All electric circuits megger tested and low insulation resistances now removed.
Sundry minor repairs effected on port and starboard aft and ford centre boiler mountings.
It is submitted postponement of Special Survey until October, 1961 as indicated in London letter dated 23rd September, 1960 receive favourable consideration of the Committee



LEAVE THIS SPACE BLANK

Survey fees ... Comp MBS £30-0-0 G.E. £10-10-0
Damage fee ...
Expenses ..

Date when A/c rendered