

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/a' 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	TSCCL 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, 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 GOOD GOOD

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

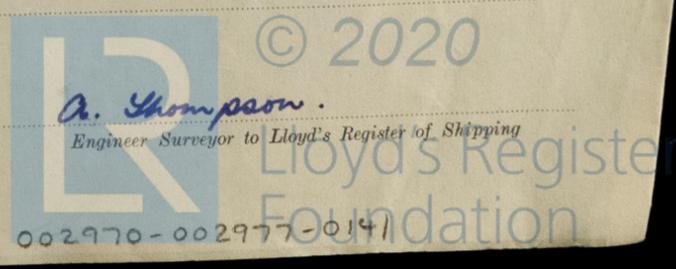
30 MAIN ENGINE DRIVEN PUMPS

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 TUESDAY 14 MAR 1961  
Decision Deferred for ES but assign MBS 1.61



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).....

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

**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 ALL GOOD AUXILIARY, DONKEY or PRESS

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

