

Rpt. 9

Date of writing report 18th Aug 1957

Received London 31 AUG 1957

Port Antwerp No 11910
First date 30th April Last date 7th July 1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

Old 81425 S.S. "WINNEBA" (ex UMGANI) Gross tons 8315 Date of build 1938, 5.
New Elder Dempster Lines Ltd. Managers Port of Registry LIVERPOOL
Engines made 1938 By Swan, Hunter, & Wigham Richardson, Nwc. Type Steam trip. exp¹ with U.P. turbs. and D.R. gearing.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 4 W.P. 225 lb. spt.
No. of Aux. Boilers 1 W.P.
Surveyed Afloat or in Dry Dock Both
Nature of Survey Docking, ES, MBS, TS (CL), SPS.
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A. 1. with freeboard	* LMC. ES. 12.54
9.56	M.B.S. 9.56
s.s. - mdb. - 12.54	TS CL (p.s.) 9.56
	S.P.S. 12.54
	O.F. 12.54

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 Good fit - re-bushed on glands Sea Connections Good
Fastenings Good Has Screwshaft been drawn? Yes, both Date of Examination Both 17/6/57 Has Shaft been changed? Yes, Both
Has Shaft now fitted been previously used? No Has Shaft now examined fitted a continuous liner? Yes, both Approved oil gland? No

MAIN ENGINES (Recip. Steam) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods Good Good
2 Valves & Gears Good Good
3 Connecting Rods, Top Ends & Guides Good Good
4 Crankpins & Bearings Good Good
5 Journals & Bearings Good Good

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
16
SUPERCHARGERS
17

MAIN TURBINES
18 Casings, Rotors, Blades, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) Good Good
20 STEAM COMPRESSORS Good Good
21 CLUTCHES & HYDRAULIC COUPLINGS Good Good
22 REDUCTION GEARING Good Good
23 THRUST BLOCKS, SHAFTS & BEARINGS Good Good
24 INTERMEDIATE SHAFTS & BEARINGS Good Good
25 HOLDING DOWN BOLTS & CHOCKS Good Good
26 CONDENSERS (MAIN & AUX.) Good Good

27 STEAM REHEATERS
28 DE SUPERHEATERS
29 STOP & MANOEUVRING VALVES Good Good
30 MAIN ENGINE DRIVEN PUMPS Good Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is in good and efficient condition and eligible, in our opinion to remain as now classed in the Register Book with port records of "ES. 7.57", "M.B.S. 7.57", "S.P.S. 7.57", and "TS CL (p.s.) NG, 57".
Have Main Engines been tested working and manoeuvring? Yes

Date of Committee THURSDAY - 7 NOV 1957
Decision See Rpt 1

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

J. Manson & Kleno
Engineer Surveyors to Lloyd's Register of Shipping

Lloyd's Register
Foundation

004101-004106-0184 1/2

32 Essential Independent Pumps (Identify by position)

All - Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

Good

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

YES.

35 Fresh Water Coolers

36 Lub. Oil Coolers

Good

37 Heaters (state service) Feed Hot Fuel - Good

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices - Main

40 Oil Fuel Tanks (Not forming part of hull structure)

41 Evaporators

Good

42 Have Evaporator Safety Valves been tested under steam?

Yes

43 Steering Machinery

Good

44 Windlass

Good

45 Fire Extinguishing Arrangements

Good

AUXILIARY ENGINES (Identify by position)

F. & P. steam (S.S.) and diesel emergency generators - Good
Steam engines driving F.O. fans and main circ. pumps - Good

PROPULSION

PORT

STARBOARD

ELECTRICAL EQUIPMENT

372 KW. (L. & P.)

AUXILIARY EQUIPMENT

a Generators

Good

b Exciters

c Air Coolers

d Motors

Good

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

1 Generators & Governors

Good

m Motors

Good

n Switchboards & Fittings

Good

o Circuit Breakers

Good

p Cables

Good

q Insulation Resistance

Good

r Steering Gear Generators and Motors

s Navigation Light Indicators

Good

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

MAIN

ALL - Good

P.C.S. 18/6/57 Forward 21/6/57

Superheaters

ALL - Good

Safety Valves

" - Good

Mountings, Doors & Fastenings

" - Good

Safety Valves Adjusted to

Sat. " - 225 PSI.

Spt. " - 225 PSI.

Boiler Securing Arrangements

" - Good

Main Economisers

Reheat 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)

(STEEL)

Main

Good

Auxiliary (over 3 in. bore)

Good

Were Copper Pipes annealed?

None above 3" bore

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

YES, to 450 p

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 for Wear & Tear: In Dry-dock: Starboard screwshaft found extensively fractured circumferentially at forward end of cone, under "Magnallure" testing, and the liner on the Port screwshaft badly worn. Both shafts removed ashore and new spare shafts gone from this vessel and the other from the sister vessel "Umtali" (now "C") was fitted. The new spare bronze propellers also fitted at this time and fit to cone ends of new screwshafts examined. Wood linings of stem tubes removed to suit liners on the new shafts. Survey identification markings on same noted as follows:

PORT

LLOYDS

STD.

LLOYDS

2177

9713

C.R.R.

A.E.G.

26. 2. 36 A.W.

26. 1. 38 A.W.

All sea cocks and valves completely overhauled and placed in good order.

MACHINERY: Both Main Engines, auxiliary engines, fun and other machinery items, all completely stripped at 1

Please see

Follower Sheet:

Survey fees

ES.

11,595 £

T.S. Ch. (2)

1,510 £

El. Oil. Survey

3,780 £

M.B.S. O

6060 £

Repair Damage fee

3,000 £

Spec'l. Attendance

1,880 £

Expenses

£

Date when A/c rendered

1600 p. T. Expense
18. 8. 57

Antwerp

Continuation of Report No. 329/10. dated 18. 8. 57.

on the

"WINNEBA" (ex "UMGENI")

/this time, thoroughly overhauled, and all placed in good and efficient condition.

The following are the major items of repair effected:- crankshafts removed from both Main Engines and all journals and pins machined. All main bearings and connecting rod top and bottom end bearings re-metalled. brothead pins skimmed up or "lapped", as necessary. All eccentric straps re-metalled, sheaves removed, keyways in crankshafts wid. and keys renewed.

All pistons, piston rods, valves, and valve gear removed, overhauled, and re-adjusted. Piston and valve rods skimmed up as necessary and new piston rings & metallic rod packings fitted throughout. All bedplate holding down bolts hardened up, several repacked, 6 broken bolts renewed, and 3 new chocks fitted in way of Std. Engine H.P. cylinder.

Intermediate shafting bearings, p.s., found badly wiped and 16 bearings re-metalled, - 8 on each shaft line including the plummer bearings, top and bottom halves. Satisfactory alignment of all shafting subsequently effected and checked. On auxiliary steam engines (12) driving main dynamos the H.P. cylinder and valve chamber liners bored out and new piston valves and H.P. piston rings fitted. 2 piston rods renewed (tested material), 2 rods and the 4 valve spindles machined. New packings fitted throughout. All bearings and the governor gears overhauled and re-adjusted.

BOILERS:

Plain tubes renewed throughout - 4 fires in each - in the Port and Starboard boilers.

All plain tubes in the p.s. wing fires of Forward boiler renewed. These 3 boilers afterwards tested hydraulically at W.P., with satisfactory results.

Superheater elements removed in their entirety from all 4 boilers, cleaned and repaired as necessary (approx. 100 end pieces renewed), and the repaired elements re-tested.

All mountings and safety valves completely overhauled and reconditioned, repair or renewals of worn or wasted parts being effected as necessary.

ELECTRICAL INSTALLATION: Both dynamos completely stripped. Armatures removed ashore & reconditioned in works. Field coils and windings, brush gear & cable connections overhauled in place. Main switchboard also completely stripped and all fittings thereon - circuit breakers - switch gear - and fuses cleaned & repaired as found necessary. Navigation, accommodation lighting and mechanical ventilation circuits, with fittings & connections completely overhauled overall vessel. Numerous circuits & junction boxes renewed following accommodation alterations & redistribution, and all placed in good order.

J. Manson

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