

Rpt. 9

Date of writing report 16th December 1954.
Survey held at Middlesbrough.Received London 23 DEC 1954
No. of visits 50.Port MIDDLESBROUGH. No. 20360.
First date 6th Sept. Last date 7th Dec. 1954.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81296. T. S.S. "UMGENI".

Owners Bullard King & Co. Ltd.,

Managers -

Gross tons 8217 Date of build 1938

Engines made Nwc.

By Swan Hunter & Wigham Richardson Ltd.

Port of Registry London

No. of Main Engines 2 No. of Screws 2

Type -Recip. with Exh. Turb. and D.R. Gearing.

No. of Main Boilers 4(Spt) W.P. 225lbs.

Records of Survey & Special Notations as per Register Book

No. of Aux. Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Both.

Nature of Survey +LMC & O.F. Conversion.

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

Last Report (For Head Office only)

Hull

Machinery

+100 Al 1.54. with freeboard. +LMC 10.50
ss Mdb. 10.50

BS 10.53.

TS(CL) 10.52.

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.

now. DOCKING Propellers good Wear Down of Stern Bushes Pl/16F S 3/32" Oil Glands none Sea Connections good
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 on L.C.)

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

16 SCAVENGE BLOWERS good

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) good

20 STEAM COMPRESSORS good

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING good

23 THRUST BLOCKS, SHAFTS & BEARINGS good

24 INTERMEDIATE SHAFTS & BEARINGS good

25 HOLDING DOWN BOLTS & CHOCKS good

26 CONDENSERS (MAIN & AUX.) good

27 STEAM RE-HEATERS good

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES good

30 MAIN ENGINE DRIVEN PUMPS good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is now in good condition

and eligible in my opinion to remain as now classed with fresh record of +LMC 12.54. and

s.p.s 12.54.

The record "Fitted for Oil Fuel" 12.54 flash point above 156°F. is recommended.

Have Main Engines been tested working and manoeuvring? Yes

Date of Committee TUESDAY 18 JAN 1955

Decision +LMC 12.54

Mps 12.54

Fitted for oil fuel 12.54 F.P. above 156°F

30m, 5.54. T.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

004101-004106-0191

pendent Pumps (Identify by position) All Pumps - Good.

33 Pidge, 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 - good

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 good 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) All - Good

ELECTRICAL EQUIPMENT	
PROPULSION	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 good
h Insulating Oil Test	s Navigation Light Indicators
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 Port 20.9.54 Centre & Starbd.17.9.54

AUXILIARY, DONKEY or PRESS none.

Forward 24.9.54. All boilers generally examined 22.11.54 and no deterioration found.

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good
225lbs/sq.in.

Safety Valves Adjusted to Sat. 225lbs/sq.in.
Spt.

Boiler Securing Arrangements 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 Good - (Steel)

Auxiliary (over 3 in. bore) Good (steel and copper)

Were Copper Pipes annealed? Yes

Have Saturated Pipes in cylindrical boiler smoke boxes been tested? Yes.

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:- Port Main Engine:- H.P. valve gear camshaft, roller bearings and cam carriers renewed. M.P. valve spindle guide brasses renewed. All top end pins lightly machined and bearings remetalled.

Starboard Main Engine:- H.P. valve gear roller bearings renewed. H.P. & I.P bottom end bearings remetalled. All top end pins lightly machined and bearings remetalled. Spare I.P. valve spindle fitted.

Ford. & After generator engines completely overhauled and after generator engine L.P. bottom end bearing remetalled.

All pumps completely overhauled and spare impeller shaft fitted to Port & Starboard main circulating pumps. Emergency generator completely overhauled. Steam Pipes:-

all saturated steam pipes to headers renewed and tested.

Oil Fuel Conversion:- Main boilers connected for burning oil fuel. All fittings and appliances are fitted to Rule requirements and are in accordance with the approved plans and Secretary's letters. The oil burning appliances have been examined under working conditions and found satisfactory. The heating steam coils and the steam smothering system tested and the quick closing valves and extended spindle controls operated and found in order.

The funnel damper has been dispensed with.

Certificates of test for the oil fuel unit are attached hereto.

It is recommended that the notation "Fitted for Oil Fuel 12.54, flash point above 150°F be made in the Register Book.

LEAVE THIS SPACE BLANK

Survey fees M.S. £46: 0; 0d.

B.S. 24: 0: 0

Electrical. 15: 0: 0

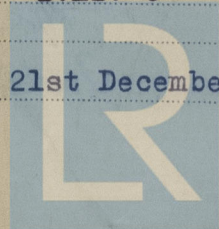
O.F. Conversion 35: 0: 0

Repairs. 8: 0: 0

1/2 Sunday Att. Fee. 2:12: 6

Date when A/c rendered

21st December. 1954.



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