

Rpt. 9

Date of writing report 6-3-57 Received London 11- APR 1957 Port DUBBAN No. 7398
Survey held at DUBBAN No. of visits 5 First date 26th Feb. Last date 4th March, 1957.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69827 Name ~~XXX~~ "MEAD" Gross tons 606 Date of build 1919 - 6
Owners Smith's Coasters (Pty) Ltd. Managers C. G. Smith & Co. Ltd. Port of Registry Durban
Engines made 1919 By Smith's Dock Co. Ltd. Type 3 Cyl.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 200 lbs.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Boiler Repairs

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
BS* with freeboard	MBS* 11,51
12,55	Blr.S. 7,56
ss Drb. 11,51	TS CL 9,53
	sps 11,51

Yes 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 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 { 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

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?

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 the two welded stay tubes and screwed stays in centre c.c. being renewed before the end of May, 1957, also subject to any other conditions which may be attached to the ship's class being dealt with as previously recommended.

FRIDAY 26 APR 1957.

Date of Committee

Decision

Rempress

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T. H. A. Bell
Engineer Surveyor to Lloyd's Register of Shipping
Foundation
008765-008772-0101

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

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
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?	Forced Circulating Pumps
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)

It was reported that shortly after leaving East London for Durban on 24th February, 1957, heavy leakage developed in the centre combustion chamber of the main boiler.

On examination at Durban it was found that 85% of the plain tubes in the centre combustion chamber were leaking at c.c. end, two stay tubes leaking and two screwed c.c. stays leaking, also a number of rivets in the port after wrapper plate seam leaking.

In the port c.c. approximately 20 plain tubes leaking at the end and several c.c. stays leaking.

All plain tubes in the port and centre c.c.s. were expanded and several stay tubes caulked and 10 c.c. screwed stays caulked and seam rivets set up as necessary.

In the centre c.c. two stay tubes and two screwed stays which had been heavily caulked at some previous time were chipped back and welded as a temporary measure.

On completion the boiler tested to 100 lbs and found tight.

Subsequently the boiler examined under steam and found tight.

It was noted that the c.c. tops were slightly distorted but this was not considered to be a serious defect.

All c.c. girder stay nuts hardened up and stays examined and found to be in good order.

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Survey fees .. £15.0.0.

Damage fee ..

Expenses .. £1.5.0.

Date when A/c rendered 5/3/57.

Rpt. 9a.

Port of

DURBAN

Continuation of Report No. 7398

dated 6-3-57

on the

"MEAD".

From the appearance of the boiler it appeared as though the water level had been

extremely low in this boiler, but this was not definitely established.

It is recommended that the two (2) welded stays and stay tubes in the centre c.c. be renewed before the end of May, 1957.

T. H. Noel



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