

Rpt. 9

Date of writing report 13-2-57

Received London 11 MAR 1957

Survey held at DURBAN

No. of visits 4

Port DURBAN

No. 7379

First date 7th Feb.

Last date 11th Feb., 1957.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69827 Name S.S. "MEAD"  
Owners Smith's Coasters (Prop) Ltd. Managers C.G. Smith & Co. Ltd.  
Engines made 1919 By Smith's Dock Co. Ltd.  
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 Both  
Nature of Survey SR List & Repairs  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Gross tons 606 Date of build 1919 - 6

Port of Registry Durban

Type 3 Cyl.

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

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 main engine LP piston Metalock repair being specially examined at next Special Survey and in any case before the end of May, 1957.

THURSDAY 28 MAR 1957

Date of Committee

Decision

Deferred for repairs

Rempress

© 2020 Lloyd's Register Foundation

008765-008772-0107

- 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			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
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 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*)

**REPAIRS (WEAR & TEAR).** It was reported that leakage had developed in the boiler. On examination it was found that the centre furnace goose neck was grooved and fractured. The grooving being on the bottom and extending circumferentially for approximately six (6) inches. Several minor leaks at the centre combustion chamber seams also found.

It was recommended that the fracture in the goose neck be veed out and welded and minor leakages made good by caulking and welding.

The above repairs have been efficiently carried out and found satisfactory under hydraulic test and under full head of steam.

**S.R. LIST.** The "Metalock" repair to main engine LP piston found satisfactory meantime.

It is recommended that this repair be specially examined at the Special Survey or before the end of May, 1957.

LEAVE THIS SPACE BLANK

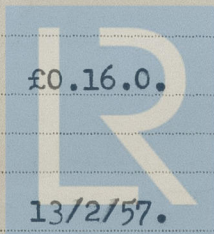
Survey fees £12.0.0.

Spec. Attend. Fee £4.0.0.

Damage fee

Expenses £0.16.0.

Date when A/c rendered 13/2/57.



© 2020

Lloyd's Register Foundation