

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)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD
Generators		Generators & Governors		Generators & Governors	
Exciters		Motors		Motors	
Air Coolers		Control Gear, Cables, etc.		Switchboard & Fittings	
Motors		Insulation Resistance		Circuit Breakers	
Air Coolers		Insulating Oil Test		Cables	
Control Gear, Cables, etc.		Overspeed Governors		Insulation Resistance	
Insulation Resistance		Magnetic Couplings		Steering Gear Generators and Motors	
Insulating Oil Test		Air Gap		Navigation Light Indicators	
Overspeed Governors					
Magnetic Couplings					
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 {
Sst.
Spl.

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 to Main Engine Thrust.

At the request of the Owners, an examination made of damage to the Main Engine Thrust on voyage from Christmas Island to Newcastle, N.S.W.

It was stated that on the 22nd May, 1962, the main exhaust was opened to the Cochran Boiler and the atmosphere line closed. Approximately 15 minutes later the 2nd Engineer on watch became aware that the engines seemed to be labouring and immediately started opening the exhaust valve to atmosphere and shortly afterward a slight crankcase explosion occurred and ignited the paintwork in way of the Starboard crankcase doors and explosion ports.

After the smoke had cleared the main engines were stopped and fires were attacked and extinguished.

In the course of locating the overheating the No. 2 and No. 3 un and the scavenge pump were opened out and examined, the trouble was eventually located in the thrust block, all the ahead pads were overheated and the metal had run out, the spare pads were fitted

Survey fees £30.0.0.

Sunday Fee £7.0.0.

Damage fee

Expenses £1.2.0.

Date when A/c. rendered 29.6.62.

M. V. "WEYBANK"

and after a cautious trial of the engines the Vessel proceeded to Newcastle, N.S.W.

The thrust was opened out at this Port and it was found that the thrust collar was badly ridged on the ahead face and the bearing faces of the thrust pads were deeply grooved.

The ridges on the thrust collar now ground true with flexible disc and orbital grinders using fine abrasive cloth.

After grinding the thrust collar was examined and found smooth and the thickness checked and found to be uniform to within a tolerance of .003".

The thrust pads were remetalled and refitted the main engines tested under working conditions and the thrust found to be in good condition.

Whilst proceeding from this Port, oil leakage was found in way of the after seal in the thrust housing and the vessel returned for repairs.

It was found that the oil bearing ring had not been properly aligned during assembly after repairs and there appeared to be excessive clearance between the sealing ring and the shaft, a felt washer fitted in way and all now in good condition.

J. H. Cowell
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Surveyor to Lloyd's Register,
of Shipping.



LEAVE THIS SPACE BLANK



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