

Rpt. 9

Date of writing report 4.8.1959.

Received London

Port Of Mombasa.

No. 1426.

Survey held at Mombasa.

No. of visits 20

First date 12.12.1957

Last date 29.7.1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 92868 Name M.V. "Southern Enterprise" Gross tons 239 Date of build 3-1927.

Owners Southern Line Ltd. Managers - Port of Registry Mombasa.

Engines made 3-1927 By Boel's Schps. & Mach. Type Oil engine 2SA.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~ANY~~ Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey NE E.S., T.S., electrical.

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

Last Report (For Head Office only)

Hull	Machinery
+100A1	+ LMC
Oil tanker for services on	E.S. 9.52
east coast of Africa-Kismaya	M.E.S. 11.54
to Lindi.	T.S.C.L. 6.55
s.s. Mba (Dr) - 9.52	
D.S. 4.57	

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 close Oil Glands - Sea Connections Good.

Fastenings Good. Has Screwshaft Tubeshaft been drawn Yes. Date of Examination 20.3.1959 Has Shaft been changed? NO.

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? YES Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods All (6 in number) good.

2 Valves & Gears All (6 in number) good.

3 Connecting Rods, Top Ends ~~ANY~~ All (6 in number), good.4 Crankpins & Bearings ~~ANY~~ All (6 in number) good.

5 Journals & Bearings All (7 in number) good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 ~~ANY~~ CYLINDERS, PISTONS & RODS7 ~~ANY~~ CONNECTING RODS & TOP ENDS8 ~~ANY~~ CRANKPINS & BEARINGS9 ~~ANY~~ JOURNALS & BEARINGS10 ~~ANY~~ SAFETY DEVICES

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 ~~ANY~~ CYLINDERS, PISTONS & RODS12 ~~ANY~~ CONNECTING RODS & TOP ENDS13 ~~ANY~~ CRANKPINS & BEARINGS14 ~~ANY~~ JOURNALS & BEARINGS15 ~~ANY~~ SAFETY DEVICES

16 SCAVENGE BLOWERS

17 SUPERCHARGERS one exhaust gas driven, good.

MAIN TURBINES

18 ~~ANY~~ CAMSHAFTS, PISTONS, BEARINGS & THROTTLES19 ~~ANY~~ EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)20 ~~ANY~~ STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS Good.

22 REDUCTION GEARING Good.

23 THRUST BLOCKS, SHAFTS & BEARINGS Good.

24 INTERMEDIATE SHAFTS & BEARINGS bobbin piece, good.

25 HOLDING DOWN BOLTS & CHOCKS Good.

26 CONDENSERS (MAIN & AUX)

27 STEAM RE-HEATERS

28 DIE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Two (both bilge, ME circ, fire) good. Two lub oil pumps, good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES 4, good. Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel as now seen is in an efficient condition

and eligible in my opinion to remain as classed with fresh record of LMC, N.E. made 1943

refitted 1959, E.S. 7.59 and T.S.C.L. 3.59.

Date of Committee FRIDAY - 2 OCT 1959

Decision Amend class to LMC

E.S. 7.59, without specdm

T.S. 3.59

NE made '43 refitted '59

CERTIFICATE WRITTEN

Date of Committee

Decision

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

Noted for Header

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Engineer Surveyor to Lloyd's Register of Shipping

D. Ross Innes.

01646-01656-0320 1/2

32 Essential Independent Pumps (Identify by position) One (bilge, ME Circ, fire) good, ME standby lub. oil, (aux. engine driven, starbd side ER.) One 12 hand inch bilge pump at aft end ER. Two hand O.P. transfer (P.S.F) (S.S.F.) in ER, 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, good.

35 ~~PORT WATER COOLERS~~ 36 Lub. Oil Coolers ~~ME bedplate, good.~~ Two (P.S.) & (S.S.) aux. engine driven, good.

37 Air Receivers & Safety devices—Main Two, good (upper & lower P.S.A.) ~~XXXXXX~~

38 Oil Fuel Tanks (Not forming part of hull structure) One, good (fitted top grating fwd ER).

~~XXXXXX~~ 39 ~~XXXXXX~~ 40 ~~XXXXXX~~

41 Steering Machinery hand, good. 42 Windlass hand, good. 43 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) One port, one starbd, good.

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD		
a Generators		1 Generators & Governors	One driven by port aux. engine, one M.E. driven, good.
b Exciters		m XXXXXX	
c Air Coolers		n Switchboards & Fittings	Good.
d Motors		XXXXXX	
e Air Coolers		p Cables	Good.
f Control Gear, Cables, etc.		q Insulation Resistance	Good.
g Insulation Resistance		r XXXXXX	
h Insulating Oil Test		s XXXXXX	
i Overspeed Governors		t XXXXXX	
j Magnetic Couplings		u XXXXXX	
k Air Gap		v XXXXXX	

~~XXXXXX~~ (Identify by position and state latest date of internal examination of each boiler)

Superheaters		Exhaust Gas Heated Economisers	
Safety Valves		Steam Generator Safety Valves Adjusted to	
Mountings, Doors & Fastenings		Forced Circulating Pumps	
Safety Valves Adjusted to Sat. Spt.		Funnel	Good.
Boiler Securing Arrangements			
Main Economisers			
Steam Heated Steam Generators			
Were Oil Burning System & Remote Controls examined working in accordance with Rules?			
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?			

~~XXXXXX~~ (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)

Now done for alterations:- The old main engine, air receivers and port auxiliary engine have been removed and the main engine, (Natural gas Eng. Co. 500 B.H.P. No. 54057 with its reversing gear box) built 1943, the upper and lower air receivers and the port auxiliary engine (Fairbanks Morse 15 B.H.P. No. 17) built 1941 ex Isle of St. Anne have been fitted in their place. The existing screw and intermediate shafting have been retained with a short (tested) bobbin make up piece, the bronze 4 bladed propeller from Isle of St. Anne has been fitted. As the centre of the new was higher than the old engine, the new engine was given a slight angle, the stern tube withdrawn and its orifice was suitably built up by welding and machined and the afterpeak bulkhead in way of fwd orifice altered to suit the new angle, the stern tube replaced and shafting placed in alignment. Two new compressors were fitted in place of old compressors (Hamworthy 2 SME type Nos 23257 -1 and 23257-2) built 1959 one driven by port other by starbd auxiliary engines. The existing auxiliary engine has been re-tained on starbd side.

Now done for wear and tear repairs:- Main engine, No. 5 liner and cover renewed (cracked at landing faces). Main thrust collars

Survey fees ... £106. 0. 0 (P.T.O).

Late fee. 6. 0. 0

~~XXXXXX~~

Expenses... 2. 12. 6

Date when A/c rendered 29.7.1959.

Rpt. 9a.

Port of Mombasa.

Continuation of Report No. 1426

dated

29.7.1959

on the

M.V. "Southern Enterprise"

and bearings re-metalled (worn). All ball races in main gearbox renewed (pitted). Port auxiliary engine, all pistons and liners renewed, crankshaft pins and journal smoothed and bearings renewed (worn). Stern bush re-wooded. Attached ME circulating and bilge pumps (P & S) brasses re-metalled.

The above conversion and repairs efficiently carried out and the machinery tested under full working conditions and found satisfactory.

The main engine governor has been set so that 500 R.P.M. cannot be exceeded (the Owners desired R.P.M) and the engine tested for torsional vibrations at all speeds up to that figure, the anticipated gear box hammer was noted between 260 and 300 R.P.M. being most obvious at 280 R.P.M. but is of slight nature only, it is considered advisable however to insert the notation "ME not to be run continuously between 260 and 300 R.P.M" and not to exceed 530 R.P.M" be inserted in the S.R.L. Appendix.

Please refer to London letters Eng. dated 22.1.58, 22.8.58, 4.6.59 and Mombasa letters Eng. dated 30.5.57, 20.2.58, 27.6.58, 15.3.59, 24.6.59 in the above connection.

It is submitted that the machinery of this vessel having been fully opened up and found or placed in good condition, it be eligible in my opinion to be classed with the Society with the record of NE made 1943, re-fitted 1959, E.S.7.59 T.S.C.L.3.59.

27.7.59



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