

Rpt. 9

Date of writing report 17/8/ 56

Survey held at SYDNEY N.S.W.

Received London

No. of visits 4

27 AUG 1956

Port SYDNEY N.S.W.

First date 27/7/56

Last date 16/8/56

29299

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16149 Name S.S. "KINI" Gross tons 1388 Date of build 1930
Owners Union S.S. Co. of N.Z. Ltd. Managers ----- Port of Registry
Engines made 1930 By J. Lewis & Sons Ltd. Type T. 3Cy.
No. of Main Engines No. of Screws
No. of Main Boilers 2 W.P. 200lb
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat and on floating Dry Dock
Nature of Survey G.E. & Compl. of B.S.
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
*100 A1	*LMC- 6,52
12,55	B.S. 7,55
SS Syd. 6,52	T.S. 7,55CL.

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 3/16" F. Oil Glands - Sea Connections -
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 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? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery, so far as seen, is in good condition and, in my opinion, is eligible to remain as classed subject to the general service pump water end casting being renewed on the vessel's arrival at Hong Kong, this voyage, and to have the record of B.S. 5,56 made in the Register Book.

Date of Committee THURSDAY 16/8/1956
Decision Referred for S.S. 5.56 but assign BS 5.56.

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(J.H. COWELL.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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32 Essential Independent Pumps (Identify by position) Ballast pump - Good. General Service Pump +

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			AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD		
a Generators			Generators & Governors	
b Exciters			Motors	
c Air Coolers			Switchboards & Fittings	
d Motors			Circuit Breakers	
e Air Coolers			Cables	
f Control Gear, Cables, etc.			Insulation Resistance	
g Insulation Resistance			Steering Gear Generators and Motors	
h Insulating Oil Test			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 boiler Good - 1.8.56

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Port - Good

Mountings, Doors & Fastenings Port - Good

Safety Valves Adjusted to { Sat. 200 P.S.I.
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?

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)

COMPLETION OF B.S. Starboard boiler surveyed as per Sydney Report 29064 dated 15-5-56

GENERAL EXAMINATION.

Refer to London letter 18/5/56 Ref. Classn. (H).

It was stated that the machinery and bilge pumping have been satisfactory during the preceding voyages with the exception of the ballast pump and the general service pump.

The ballast pump opened out and new bucket sleeves fitted, now placed in good condition.

The general service pump water end casting found to be leaking in way of a screwed plug in the forward (duplex) cylinder, the plug now wedged tight and a steel cased cement box fitted in way.

It was recommended that the water end casting of this pump be renewed on the vessel's arrival at Hong Kong this voyage, the pump considered efficient for period.

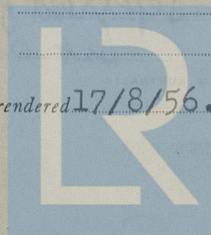
The main engines & all auxiliaries examined under working conditions and the electrical circuits megger tested.

Survey fees £12.0.0.
15.0.0.

Damage fee

Expenses 1.0.0.

Date when A/c rendered 17/8/56.



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