

12 APR 1962

Rpt. 9

Date of writing report 4.4.62

Received London

Port LONDON.

146999

Survey held at LONDON

No. of visits 2

First date 30.3.62

Last date 30.3.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16108 Name S.S. "JAMAICA PRODUCER" Gross tons 5598 Date of build 6-1934
 Owners Jamaica Banana Producers SS Co. Ltd. Managers Kaye, Son & Co. Ltd., Port of Registry Kingston, Jamaica
 Engines made 1934 By D. Rowan & Co. Type Q 4 cy 30 $\frac{3}{8}$ " 41 $\frac{1}{8}$ " 59" & 84" x 54"

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 5 SB W.P. 225 lb, Spt.
 No. of Aux./Donkey Boilers - W.P. -
 Surveyed Afloat or in Dry Dock Afloat.
 Nature of Survey Repairs.
 Was Damage Report issued? No Int. Cert.? Yes.
 Last Report (For Head Office only)

| Hull | Machinery |
|----------------------------|------------|
| +100A1 with freeboard 1,62 | +LMC 5,57 |
| SS(Dr) 4,57 | MBS 4,61 |
| | TS CL 2,60 |
| | SPS 5,57 |

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 at 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, 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, Side
Top Ends & Guides Centre4 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 as now seen, is in safe working order and eligible in my opinion to remain as classed without fresh record of survey, subject to main condenser water box (metalock repaired) being renewed or dealt with at the Engine Special Survey and to any outstanding conditions of Class being dealt with as previously recommended.

FRIDAY 27 APR 1962

Date of Committee

Decision

20m, 10, 61 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

E.L. GREEN

002838-002845-0162

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, and Navigation Light Indicators.

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)
The Chief Engineer reported that whilst preparing the main engines for sea, a leak was observed in the main condenser water box at the inlet side.

NOW FOUND AND DONE FOR REPAIRS: On examination, a fracture about 8" long was found in the main condenser water box at the inlet side extending vertically downwards from the tube plate flange connection.
The fracture now repaired by the Metalock process and tried under working conditions all with satisfactory results.
It is recommended that the main condenser water box be renewed or dealt with at the Engine Special Survey. Considered efficient meantime.

LEAVE THIS SPACE BLANK

Survey fees
Repairs £8. 0. 0.
Sp. Attendance £4. 4. 0.
Damage fee
Expenses... 8. 0.

Date when A/c rendered

