

Rpt. 9

Date of writing report 20-12-57.

Survey held at Hong Kong.

Received London

No. of visits 5.

Port of HONG KONG.

No. 13975.

First date 8-12-57.

Last date 18-12-57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08592 S.S. "EASBY"

Owners Wallem & Co., Ltd.

Managers

Gross tons 3341 Date of build 2-1920.

Port of Registry Hong Kong.

Engines made 1920 By N.S.W. Govt. Dykd.

Type

No. of Main Engines 1. No. of Screws 1.

No. of Main Boilers 3. W.P. 190 lbs.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey D.S., B.S. & T.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	
+100A1	8,56	+IMC	7,53
ssN.S.W.	7,54	BS	6,56
(Dr.)	7,44	TS CL	8,54
		SPS	7,54

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 fit. Oil Glands Sea Connections Good.

Fastenings Good. Has Screwshaft been drawn? Yes. Date of Examination 9-12-57. Has Shaft been changed? No.

Has Shaft now fitted been previously used? Has Shaft now examined continuous liner? Yes. Approved oil gland?

MAIN ENGINES (Recip. Steam) H.P. & L.P. - Good.
1 Cyls., Covers, Pistons & Rods L.P. & L.P. - Good.

2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
Centre
4 Crankpins & Bearings H.P., M.P. & L.P. - Good.

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 This vessel's machinery and boilers, so far as now seen, are in good condition and eligible, in my opinion, to remain as classed with record of T.S. C.L. 12,57, and B.S. 12,57, and without condition regarding the centre boiler lower nipple (welded).

Date of Committee

Decision

50m, 5.56. T. (MADE AND PRINTED IN ENGLAND.)

TUESDAY 23 JAN 1958

As now, without spl. chr.

MPS 12,57 TS 12,57

Noted for Lloyd's

J. Moar
Engine Surveyor to Lloyd's Register of Shipping

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002941-003005-0436

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Main S.W. Circ. pump. Ballast pump & inboard feed water pump - all good.

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	
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 Port, Centre & Starboard W.T. Boilers
9-12-57. Good.

AUXILIARY DONKEY OR PRESS

Superheaters

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to Sat. 190 lbs. per sq. inch.

Safety Valves Adjusted to Spr.

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?

Exhaust Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel Good.

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 above machinery items were opened out for routine examination and found or placed in good condition.

Repairs (Wear & Tear) :-

Tailshaft found slightly corroded at big end of taper, taper machined and shaft liner backed to suit.

Working C.I. propeller badly pitted & broken at tips, now replaced by spare C.I. propeller.

Stern bush lower half rewooded.

Port W.T. Boiler - 2 nipples, connecting lower manifold to mud box, renewed.

Centre W.R. Boiler - 1 nipple, connecting lower manifold to mud box renewed.

Port W.T. Boiler - 2 generator tubes renewed.

Various valve seats renewed.

In all furnaces, trunk casing plating of bottom air passage, cropped and part renewed.

Main S.W. circulating pump impeller sealing rings adjusted.

Survey fees B.S. \$672.00

T.S. 120.00

W & T Reps. 100.00

Damage fee

21.00

Expenses...

125.00

S.F.

Date when A/c rendered 20th December, 1957.

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