

Rpt. 9

12 JUL 1960

142934

Date of writing report 17.6.60. Received London LONDON Port LONDON No. 16.6.60. Survey held at LONDON No. of visits 4 First date 8.6.60. Last date 16.6.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15369 Name S.S. "INVENTOR" Gross tons 6261 Date of build 9-1935 Owners Charente Shipping Co. Ltd., Managers T & J Harrison Ltd., Port of Registry LIVERPOOL Engines made 1935 By D & W Henderson & Co. Ltd., Type T 3cy. Steam

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers 2DB W.P. 2151b spt No. of Aux/Donkey Boilers 1 W.P. 1201b Surveyed Afloat or in Dry Dock Afloat & in Drydock Nature of Survey General Examination Was Damage Report issued? Yes Int. Cert.? Yes

Records of Survey & Special Notations as per Register Book

Table with 4 columns: Item, Hull, Machinery, and Value. Rows include +100A1 (9.59), SS (7.56), +LMC (7.56), MBS (1.60), DBS (1.60), TSCL (2.58), and SPS (6.56).

Yes Now Last Report (For Head Office only)

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.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

- DOCKING Propellers Good Wear Down of Stern Bushes 5/32" 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 STABBOARD 1 Cyls., Covers, Pistons & Rods H.P. Good 2 Valves & Gears 3 Connecting Rods, Top Ends & Guides H.P. Good 4 Crankpins & Bearings H.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 The machinery of this ship, as now seen, is in good working order and eligible, in my opinion, to remain as classed without fresh record of survey, subject to the main overboard discharge chest being again specially examined and dealt with as found necessary and the high main injection valve chest being renewed before the end of June, 1961 and to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee TUESDAY 16 AUG 1960 Decision As now subject

Noted for Header



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).....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a	Generators		1 Generators & Governors
b	Exciters		
c	Air Coolers		m Motors
d	Motors		n Switchboards & Fittings
e	Air Coolers		o Circuit Breakers
f	Control Gear, Cables, etc.		p Cables
g	Insulation Resistance		q Insulation Resistance
h	Insulating Oil Test		r Steering Gear Generators and Motors
i	Overspeed Governors		s Navigation Light Indicators
j	Magnetic Couplings		
k	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 { 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)
 Reference Head Office letter dated 2.6.60. a general examination for deferment of
 Special Survey has now been held in accordance with Circular No. 1949.

Main Engine HP cylinder, cover, piston and rod, connecting rod, crosshead pins and bearings guides and shoes and crankpin and bearing examined and found in good order, electrical installation megger tested and insulation resistance found good, bilges satisfactorily pumped. Log books examined and Chief Engineers statement, that machinery has operated efficiently, verified.

Condition of Class.
 The vessels class is subject to the main high injection valve chest being renewed and the main overboard discharge chest being specially examined and dealt with as necessary at next drydocking and by 9.60. (12 months limit)

Now done
 A replacement high main injection valve chest not available at this time. SEE FOLLOWER No. 1

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Survey fees
 General Examination £20.0.0. DIV
 Damage fee
 Expenses... 10.0.
 Date when A/c rendered 6 JUL 1960

S.S. "INVENTOR"

Contd.
 Existing chest specially examined in way of wastage around inner periphery of cover joint and studs found secure.
 Substantial strongback fitted across cover of chest and secured to ship's side frames in way, as a precautionary measure. Chest subsequently examined externally with vessel afloat and found sound and tight.
 The chest is considered efficient in the meantime but it is recommended that it be renewed before the end of June, 1961.
 Main overboard discharge chest specially examined and found to continue efficient.
 It is recommended however that this chest again be examined and dealt with as found necessary by the end of June, 1961.

Surveyor to Lloyd's Register of Shipping.
 T.E. DRAGGETT.
T.E. Draggett