

Rpt. 9

12 JUL 1960

142934

Date of writing report 17.6.60.

Received London

Port LONDON

No. 16.6.60.

Survey held at LONDON

No. of visits 4

First date 8.6.60.

Last date

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

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2DB W.P. 215lb spt

No. of Aux./Donkey Boilers 1 W.P. 120lb

Surveyed Afloat or in Dry Dock Afloat & in Drydock

Nature of Survey General Examination

Yes

Was Damage Report issued? Int. Cert.? Yes

Now Last Report (For Head Office only)

	Hull		Machinery
+100A1	9.59.	+LMC	7.56.
SS	7.56.	MBS	1.60.
		DBS	1.60.
		TSCL	2.58.
		SPS	6.56.

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 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

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

Decision

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

T.E. DRAGGETT

Engineer Surveyor Lloyd's Register of Shipping

Foundation

003023-003028-0073 1/2

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)

PROPULSION PORT ELECTRICAL EQUIPMENT STARBOARD AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s 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)

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. 4

Survey fees

General Examination £20.0.0.

Damage fee

Expenses 10.0.

Date when A/c rendered

6 JUL 1960

Rpt. 9a

Port of

Continuation of Report No.

dated

on the

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