

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)

Received London

8 APR 1963

Ship's Name/SS/MS "AFRICAN REEFER" 1935 Gross tons 1731
 Is there a rpt. 8? No Port Buenos Aires Rpt. No. 34904
 No. of visits Two First date 9-3-63 Last date 11-3-63
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? None Last rpt. (H.Q. only) 11951 S.FO.
 Date of completing rpt. 14-3-63 Surveyed at, if different from Port above -
 Is a rpt. 9.B attached? No MN - Nature of survey Wear & Tear Rprs.
 Survey fees \$3,000.00 Damage fee Expenses \$200,00
 S.A. fee -

110 APR 1963

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods
 2 Valves & gears
 3 Con. rods, top ends & guides centre Side
 4 Crankpins & bearing centre Side
 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods & top ends
 8 Crankpins & bearings 9 Journals & bearings
 0 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods 12 Con. rods & top ends
 2 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

3 Casings, rotors, blading, bearings & thrusts 15 Levers

Reduction gearing

Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey, subject to the ME No.2 cylinder after port column (Metalock repaired 3/63) at the top flange being examined by September 1963, and to all other outstanding items of class being dealt with as previously recommended.

Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

J. Moar
 Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY - 1 MAY 1963

Minute

as now subject

write on. (1 + item 3)

003245-003251-0072

ALSO FOR

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Lloyd's Register Foundation

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|----|--|----|---|----|-----------------------------|
| 20 | Exhaust steam turbines (with recip. eng.) | 21 | Thrust blocks shafts & bearings | | |
| 22 | Steam compressors | 23 | Intermediate shafts & bearings | | |
| 24 | Clutches & hydraulic couplings | 25 | Condensers (main & aux.) | | |
| 26 | Steam re-heaters | 27 | Air ejectors (main & aux.) | | |
| 28 | De-superheaters | 29 | Forced &/or induced draught fans | | |
| 30 | Stop & manoeuvring valves | 31 | Holding down bolts & chocks | 32 | Detuner or vibration damper |
| 33 | Main engine driven pumps | | | | |
| 34 | Crankcase doors & explosion relief devices | 35 | Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) | | |

36 Essential independent pumps

- | | | | | | |
|----|--|----|---|----|------------|
| 37 | Bilge, ballast & oil fuel suction lines, fittings & controls | 38 | Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? | | |
| 39 | Fresh water coolers | 40 | Lub. oil coolers | | |
| 41 | Heaters (state service) | 42 | Feed water filters | | |
| 43 | Auxiliary air receivers & safety devices | 44 | Starting air pipes | | |
| 45 | Main air receivers & safety devices | | | | |
| 46 | Independent air compressors coolers & safety devices | | | | |
| 47 | Oil fuel tanks (not forming part of the hull structure) | 49 | Evaporators HP & LP | 50 | Distillers |
| 48 | Have all evaporators safety valves been tested under steam? | 52 | Steering machinery | 53 | Windlass |
| 51 | Fire extinguishing arrangements | | | | |

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

NOW DONE

Found two slight cracks in way of the top flange of the ME No.2 cylinder after port column, these slight cracks were drilled at their extremity and metalock repaired, and reinforced by steel strap, and placed in efficient condition, & recommended to be examined by September 1963 with view of being a permanent repair.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

