

Rpt. 9

Date of writing report 6-3-57 Received London 11- APR 1957 Port DURBAN No. 7398
Survey held at DURBAN No. of visits 5 First date 26th Feb. Last date 4th March, 1957.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69827 Name ~~XXX~~ "MEAD" S.S. Gross tons 606 Date of build 1919 - 6
Owners Smith's Coasters (Pty) Ltd. Managers C. G. Smith & Co. Ltd. Port of Registry Durban
Engines made 1919 By Smith's Dock Co. Ltd. Type 3 Cyl.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 200 lbs.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Boiler Repairs

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 |
|--------------------|-------------|
| BS* with freeboard | MBS* 11,51 |
| 12,55 | Blr.S. 7,56 |
| ss Drb. 11,51 | TS CL 9,53 |
| | sps 11,51 |

Yes
Now

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 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, Top Ends & Guides { Side Centre

4 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 is in safe working order and

eligible in my opinion to remain as classed, subject to the two welded stay tubes and screwed

stays in centre c.c. being renewed before the end of May, 1957, also subject to any other

conditions which may be attached to the ship's class being dealt with as previously recommended.

Date of Committee FRIDAY 26 APR 1957.

Decision See minute on 126502

Rempress

Noted for Header



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

If certificate is required state where to be sent.

22 Essential Independent Pumps (Identify by position)

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

25 Fresh Water Coolers 26 Lub. Oil Coolers 27 Heaters (state service)

28 Independent Air Compressors, Coolers & Safety Devices

29 Air Receivers & Safety devices—Main 30 Auxiliary

31 Oil Fuel Tanks (Not forming part of hull structure)

32 Evaporators 33 Have Evaporator Safety Valves been tested under steam?

34 Steering Machinery 35 Windlass 36 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

| PROPULSION | 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 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)

It was reported that shortly after leaving East London for Durban on 24th February, 1957, heavy leakage developed in the centre combustion chamber of the main boiler.

On examination at Durban it was found that 85% of the plain tubes in the centre combustion chamber were leaking at c.c. end, two stay tubes leaking and two screwed c.c. stays leaking, also a number of rivets in the port after wrapper plate seam leaking.

In the port c.c. approximately 20 plain tubes leaking at the end and several c.c. stays leaking.

All plain tubes in the port and centre c.c.s. were expanded and several stay tubes caulked and 10 c.c. screwed stays caulked and seam rivets set up as necessary.

In the centre c.c. two stay tubes and two screwed stays which had been heavily caulked at some previous time were chipped back and welded as a temporary measure.

On completion the boiler tested to 100 lbs and found tight.

Subsequently the boiler examined under steam and found tight.

It was noted that the c.c. tops were slightly distorted but this was not considered to be a serious defect.

All c.c. girder stay nuts hardened up and stays examined and found to be in good order.

(SEE FOLLO

Survey fees .. £15.0.0.

Damage fee ..

Expenses .. £1.5.0.

Date when A/c rendered 5/3/57.

"MEAD".

From the appearance of the boiler it appeared as though the water level had been extremely low in this boiler, but this was not definitely established.

It is recommended that the two (2) welded stays and stay tubes in the centre c.c. be renewed before the end of May, 1957.

T. H. Noel

LEAVE THIS SPACE BLANK