

Rpt. 9

Date of writing report

29.6.62.

Received London

Port

Newcastle, N.S.W.

Survey held at

Newcastle, N.S.W.

No. of visits

4

First date

15.6.62.

Last date

24.6.62.

16 JUL 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 36868

Name M.V.

"WEYBANK"

Gross tons

7367

Date of build

4-1945

Owners

Bank Line Ltd.

Managers

Port of Registry

Glasgow

Engines made

1945

By

Wm. Doxford & Sons Ltd.

Type

No. of Main Engines

1

No. of Screws

1

Records of Survey & Special Notations as per Register Book

DISCLOSED

No. of Main Bollers

W.P.

No. of Aux./Domestic Bollers

2

W.P.

1201b

Surveyed Afloat or in Dry Dock

Afloat

Nature of Survey

Repairs to M.E. Thrust

Was Damage Report issued?

Yes

Int. Cert.?

Yes

Last Report (For Head Office only)

20701.

Cal

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 Good -- See Repairs

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? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS This Vessel's machinery so far as now seen is in good condition, and eligible in my opinion to remain as classed, subject to all conditions at present attached to the class of the machinery, being dealt with as previously recommended.

MONDAY 23 JUL 1962

Date of Committee

Decision

P. 9-J. & O'S.-2000-1960 (PRINTED IN AUSTRALIA)

Engineer Surveyor to Lloyd's Register of Shipping

(J. H. Cowell)

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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	
Generators			Generators & Governors
Exciters			
Air Coolers			Motors
Motors			Switchboard & Fittings
Air Coolers			Circuit Breakers
Control Gear, Cables, etc.			Cables
Insulation Resistance			Insulation Resistance
Insulating Oil Test			Steering Gear Generators and Motors
Overspeed Governors			Navigation Light Indicators
Magnetic Couplings			
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.
Spl.

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)

Repairs to Main Engine Thrust.

At the request of the Owners, an examination made of damage to the Main Engine Thrust on voyage from Christmas Island to Newcastle, N.S.W.

It was stated that on the 22nd May, 1962, the main exhaust was opened to the Cochran Boiler and the atmosphere line closed. Approximately 15 minutes later the 2nd Engineer on watch became aware that the engines seemed to be labouring and immediately started opening the exhaust valve to atmosphere and shortly afterward a slight crankcase explosion occurred and ignited the paintwork in way of the Starboard crankcase doors and explosion ports.

After the smoke had cleared the main engines were stopped and fires were attacked and extinguished.

In the course of locating the overheating the No. 2 and No. 3 un and the scavenge pump were opened out and examined, the trouble was eventually located in the thrust block, all the ahead pads were overheated and the metal had run out, the spare pads were fitted

Survey fees £30.0.0.

Sunday Fee £7.0.0.

Damage fee

Expenses £1.2.0.

Date when A/c. rendered 29.6.62.

M. V. "WEYBANK"

and after a cautious trial of the engines the Vessel proceeded to Newcastle, N.S.W.

The thrust was opened out at this Port and it was found that the thrust collar was badly ridged on the ahead face and the bearing faces of the thrust pads were deeply grooved.

The ridges on the thrust collar now ground true with flexible disc and orbital grinders using fine abrasive cloth.

After grinding the thrust collar was examined and found smooth and the thickness checked and found to be uniform to within a tolerance of .003".

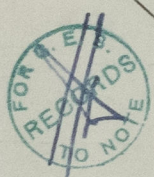
The thrust pads were remetalled and refitted the main engines tested under working conditions and the thrust found to be in good condition.

Whilst proceeding from this Port, oil leakage was found in way of the after seal in the thrust housing and the vessel returned for repairs.

It was found that the oil bearing ring had not been properly aligned during assembly after repairs and there appeared to be excessive clearance between the sealing ring and the shaft, a felt washer fitted in way and all now in good condition.

J. H. Cowell
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Surveyor to Lloyd's Register,
of Shipping.



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