

Rpt. 9

Date of writing report 25.8.1957

Received London

4 SEP 1957

Port

EMDEN

162

Survey held at

Emden

No. of visits

12

First date

27.5.57.

Last date

22.8.1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00359 S.S. Name "AFRICAN BARON"

Gross tons

7166

Date of build

9/1942

Owners West Africa Navigation Ltd.

Managers

--

Port of Registry

Monrovia

Engines made

By

John Inglis Co. Ltd.

Type

T 3Cyl. 24 1/2" 37" & 70"x48"

No. of Main Engines

No. of Screws

1

No. of Main Boilers

3

W.P. SB. 220lbs.

No. of Aux./Donkey Boilers

--

W.P.

--

Surveyed Afloat or in Dry Dock

both

Nature of Survey MBS., Dckg., TSCL., Dam.Rps.

Was Damage Report issued?

yes

Int. Cert.?

yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull
* 100 A1 with fbd.

S.S. Ham. 7/56

Docking 6/56

Machinery

* LMC

Engines 6/55

Boilers 6/56

TS CL. 6/56

SPS. 7/51

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 2.6 mm Oil Glands -- Sea Connections --

Fastenings good Has Screwshaft Turned been drawn? yes Date of Examination 4.7.57. Has Shaft been changed? No

Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? no

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 Cyls. & 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

18 MAIN TURBINES

Change Rotors, Blading, Bearings & Thrusts

The port boiler furnaces were considered efficient under steam and its safety valves adjusted, Tailshaft

Representative states that arrangements will be made each MBS. The above furnaces to be specially examined

The port boiler remains to be examined under steam and its safety valves adjusted, Tailshaft

Representative states that arrangements will be made this to be done at home. Bomby

The vessel is now proceeding.

19 TURBO-GEARINGS

20 BLOCKS, SHAFTS & BEARINGS

21 DIAPHRAGM SHAFTS & BEARINGS

22 DOWN BOLTS & CHOCKS

23 SLIDERS (MAIN & AUX.)

24 RE-HEATERS

25 SUPERHEATERS

26 STOP & MANOEUVRING VALVES

27 MAIN ENGINE DRIVEN PUMPS

28 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen, is in efficient

condition and eligible in my opinion to remain as classed with fresh record of Main Boiler Survey

57, when the port boiler has been examined under steam and its safety valves adjusted, Tailshaft

continuous Liner 7/57 now.

List of Endorsements Port boiler furnaces to be specially examined each Main Boiler Survey.

pt. 10.)

of Committee

TUESDAY 24 SEP 1957

Decision

See Rpt. 8

Decision

T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

611757-0117651233103

"AFRICAN BARON"*Specially*BOILER REPAIRS (Wear)

All port boiler furnaces measured, readings obtained verified with those found in ship's logs noted 1951 and 1956, minor variations from readings not found detrimental at this time and furnaces considered still efficient meantime. They remain to be ^{specially} re-examined each Main boiler survey. This may be noted for the list of endorsements.

Damage stated caused by striking an underwater object on the 28th April, 1957, whilst on voyage Hamburg to Bombay in loaded condition.

Now Done for Damage

Vessel placed in drydock, examined propeller and outside fastenings, sea valves (opened), tailshaft drawn, aft end of sternbush.

All main engine holding down bolts, coupling flanges aft of main engine crankshaft, thrustshaft and the foremost length of intermediate shafting (uncoupled) the waterends of the main circulating and of the ballast pumps, the ballast lines in way of Nos. 1, 2, 3, and 4 double bottom tanks, the steam heating coils in Nos. 2 and 4 double bottom tanks. *exam.*

All three boilers throughout with mountings and superheaters and all above found or placed in satisfactory condition.

Machinery Repairs on account of damage

The tailshaft was found satisfactory.

Tips of cast iron working propeller faired as necessary (tips indented, small pieces missing).

A number of 12 main engine holding down bolts renewed (fractured).

Shafting alignment of main engine crankshaft, thrustshaft, and foremost length of intermediate shafting verified uncoupled during and on completion of hull repairs and replaced, recoupled and secured in good order. (in way of damage to double bottom plating and structure frames Nos. 69/55).

Ballast pump overhauled with necessary renewals (waterend valves and valve gear partly choked). *notice for S.P. Ac. 20/9/57*

Main circulating pump overhauled with necessary renewals (impeller guide rings scored, packing space bushes partly broken away.)

A number of length of ballast lines (steel) in way of No. 1, 2, 3 and 4 double bottom tanks renewed, reconnected, reclipped and rejointed, tested and found in order (distorted or fractured). *Ac.*

A number of steam heating coils (steel) in Nos. 2 and 4 double bottom tanks faired or part renewed and satisfactorily tested and found in order. (distorted or fractured).

Boiler repairs on account of damage.

All three boilers water contaminated. (No. 6 double bottom tank, the feed water tank pierced).

All three boilers cleaned, water sides hosed down and refreshed with feed water.

All above boilers mountings overhauled with minor renewals.

Leaky plain tubes of all 3 boilers re-expanded or renewed as necessary, leaky superheater coils rejointed or part renewed as necessary.

Starboard and centre boilers examined under steam, the safety valves adjusted and all found in safe working order.

Ballast pump waterend, main circulating pump, - waterend.

33 Essential Independent Pumps (Identify by position) in Nos. 1, 2, 3, 4, double bottom tanks, - good.

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

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices 39 Auxiliary

40 Oil Fuel Tanks (Not forming part of hull structure) 41 Have Evaporator Safety Valves been tested under steam? Good.

42 Evaporators 43 Windlass 44 Fire Extinguishing Arrangements

45 Steering Machinery

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
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 Port boiler 20.6.57, Starboard and centre boilers 5.7.57.

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to (Sat.) Starboard and centre boilers 220 lbs./sq. inch. (Spt.)

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to stbd. and centre boilers working

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? yes Funnel efficient.

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)

The port boiler furnaces were considered efficient until next Main boiler survey. The Owner's Representative states that arrangements will be made each MBS. the above furnaces to be specially examined.

The port boiler remains to be examined under steam and its safety valves adjusted. The above Representative states that arrangements will be made this to be done at Bombay, to which port the vessel is now proceeding. - Bombay Surveyors advised by letter.

Machinery Repairs (Wear)

Adjustments to main and auxiliary engines were carried out in our port, as considered necessary, by engine staff.

Owners' new bronze propeller examined and found satisfactory and the propeller fitted and secured to working tailshaft in good order.

Makers:- Stone & Co., Ltd., Diameter:- 18'-3", Mean pitch 18'-4 1/2".

Working cast iron propeller was placed on board as spare.

Cont'd....

Repair/

Damage/fee £ 56. 0.0.

Expenses... 8. 0.0.

Date when A/c rendered

Rpt. 9a
Port of

EMDEN

Continuation of Report No. 162 dated 25th August, 1957 on the

SS. "AFRICAN BARON"

Port boiler examined on completion of repairs at sailing date and found satisfactory.

It remains to be examined under steam and its safety valves to be adjusted.

Boiler's spare gear, i.e. patent stoppers, spare tubes, spare superheater coils examined and found satisfactory.

Em.