

Ship's Name ~~SS~~/MS "IRVINGDALE I" Gross tons 8454
Is there a rpt. 8? Yes Port SAINT JOHN, N.B. Rpt. No. 3002
No. of visits 5 First date October 3 Last date October 12, 1962
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)
Date of completing rpt. October 16, 1962 Surveyed at, if different from Port above
Is a rpt. 9B attached? Yes MN (670) Nature of survey C. S.
Survey fees \$150.00 Damage fee - Expenses \$15.00

S.A. fee

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

1	Cyls., covers, pistons & rods	No. 3 - Good
2	Valves & gears	No. 3 - Good
3	Con. rods, top ends & guides centre	No. 3 - Good
4	Crankpins & bearings centre	No. 5 - Good
5	Journals & bearings	

Side

Side

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
10	Coolers & safety devices		

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

11	Cyls., covers, pistons & rods	12	Con. rods & top ends
13	Crankpins & bearings	14	Journals & bearings

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

15	Casings, rotors, blading, bearings & thrusts	16	Levers
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17	Reduction gearing
18	Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of C.S. (with date) survey now having been completed, subject to ballast pump suction and delivery chest being renewed by April, 1963 (6 mos. limit).

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

Date of Committee THURSDAY 15 NOV 1962

Minute

AS now Subject
CSm. 10.62

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

013627-013631-0183

15.11.62

At port or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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 noted. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks shafts & bearings	21	Intermediate shafts & bearings	23
Steam compressors	22	Condensers (main & aux.)	25	Air ejectors (main & aux.)	27
Clutches & hydraulic couplings	24	Forced & or induced draught fans	29	Holding down bolts & chocks	31
Steam re-heaters	26				
De-superheaters	28				
Stop & manoeuvring valves	30				
Main engine driven pumps	33	Lubricating oil pump, S.W. cooling pump - both Good			
Crankcase doors & explosion relief devices	34			35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	Yes
Essential independent pumps	36	General Service pump (port), ballast pump, boiler F.O. transfer (stbd.), boiler F.O. service pumps (fwd. and aft stbd.), port aft feed water pump. - All good.			
Bilge, ballast & oil fuel suction lines, fittings & controls	37			38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	
Fresh water coolers	39			40 Lub. oil coolers	
Heaters (state service)	41	F.O. service - both Good (hydraulically tested)		42 Feed water filters	
Auxiliary air receivers & safety devices	43			44 Starting air pipes	
Main air receivers & safety devices	45				
Independent air compressors coolers & safety devices	46				
Oil fuel tanks (not forming part of the hull structure)	47				
Have all evaporators safety valves been tested under steam?	48			49 HP & LP	50 Distillers
Fire extinguishing arrangements	51	Good		52 Steering machinery	53 Windlass

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

WEAR & TEAR REPAIRS:

No. 3 cylinder top ends bearings remetalled (fwd. and aft)- white metal scored and slack.

Ballast pump suction and delivery chest heavily corroded in way of suction valve landings and generally reduced throughout. - Landings machined at this time and false seats pressed into position. Chest remains efficient meanwhile. - It is recommended that ballast pump suction and delivery chest be renewed by April, 1963 (6 mos. limit).

Port aft feed water pump suction and delivery chest suction valve landing fwd. side to be bored out and new seat fitted.

No. 5 bottom end bearing renewed.

4 lengths of 2½" I.D. and 4 length 2" I.D. boiler feed piping renewed at this time. This piping was hydraulically tested and found satisfactory.

Port auxiliary boiler:- 9 smoke tubes renewed - ends corroded at end tube plate. On completion, boiler hydraulically tested and found satisfactory.

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 also be reported above.