

Ship's Name ~~SS/MS~~ "METROPOLITAN" Gross tons
Is there a rpt. 8? Port KOBE Rpt. No. 12407
No. of visits First date Last date
Interim Cert. issued Damage rpt. issued Last rpt. (H.Q. only)
& copy herewith?
Date of completing rpt. Surveyed at, if different from Port above
Is a rpt. 9A attached? Yes MN Nature of survey CSM, ABS, & TS N (CL) and Damage Repairs
Survey fees Damage fee Expenses

S.A. fee

DOCKING
Propeller Good Sea connections Good Oil gland None
Fastenings Good Wear down of stern bush 1.3 mm (Re-bored)
Has screw/tube shaft been drawn? Yes (before 3.6mm)
Date of examn. 13-1-64
Has shaft been changed? Yes Has shaft now fitted been previously used? No
Has shaft now examined/fitted a continuous liner? Yes Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY ~~Boiler Room~~ (State if oil fired—OF or exhaust gas—EG) MAIN
Cylindrical Boiler P.s. in B.R. 9-1-64 O.F.
Vertical Boiler: P.s. Top in B.R. 5-1-64 O.F. & E.G.

Air heaters None
Superheaters None
Safety valves Good Both
Mountings, doors and fastenings Good Both
Safety valves { Sat 120 lbs/in2 Both
adjusted to { Spt -
Boiler securing arrangements Good Both

Main economisers - Exhaust gas heated economisers -
Steam heated steam generators - Steam generator safety valves adjusted to -
Forced circulating pumps - Funnel Good
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? - Were oil burning system & remote controls examined in accordance with rules? Yes, Good

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A.

(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

Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY - 3 APR 1964 Hayashibara

THURSDAY - 2 APR 1964

See Rpt 9A

Lloyd's Register
Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

010012-010023-0252

At part 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 stated. 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 must 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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

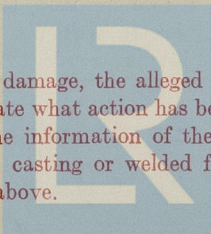
Wear and Tear Repairs (Continued)
Main engine attached fresh water pump cylinder found broken in way of bottom end, now renewed. The casing was tested by hydraulic pressure to 4 kgs per sq. cm. and found satisfactory.

Damage Repair: Stated to have been caused through grounding at Chittagong on the 9th May, 1963.

Now Done: Propeller shaft drawn in, examined by magnetic crack detection method and found cracks circumferentially in way of big end of taper, now replaced with ships spare. Marks on new tailshaft are as follows:-
LLOYD'S CP 7196 12.11.48.

1936

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.



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