

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

18 JAN 1965

Ship's Name ~~MS~~/MS

"PORT JACKSON"

Gross tons 9827

Port of Registry LONDON

Port Lisbon

Date of build 1-1937

Is there a rpt. 8? No

Rpt. No. 10862

No. of visits Five

First date 26-12-64

Last date 28-12-64

Interim Cert. issued & copy herewith?

Yes

Damage rpt. issued & copy herewith?

Yes

Last rpt. (H.Q. only)

Rpt 5942

Date of completing rpt.

12th Jan. 1965

Surveyed at, if different from Port above

-

Is a rpt. 9B attached?

No

MN 2040

Nature of survey

Damage

Survey fees -

Damage fee Esc:- 2,400\$00

Expenses

Esc:- 200\$00

11-1-65

S.A. fee Esc:- 900\$00

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

1 ~~Con. rods, cross-heads, bearings & guides centre~~ P. Scavenge pump

2 Valves & gears -

3 Con. rods, cross-heads, bearings & guides centre P. Scavenge pump

Side

4 Crankpins & bearings centre P. Scavenge pump

Side

5 Journals & bearings -

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods, cross-heads & bearings

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, cross-heads & bearings

13 Crankpins & bearings

14 Journals & bearings

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

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey, subject to existing outstanding requirements.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

(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

Jas. H. Nairn

MONDAY 15 MAR 1965

See Man 22481

Lloyd's Register Foundation

013961-013971-0060 1/2

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

Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings	
22	Steam compressors	23	Intermediate shafts & bearings
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)
26	Steam re-heaters	27	Air ejectors (main & aux.)
28	De-superheaters	29	Forced &/or induced draught fans
30	Stop & manoeuvring valves	31	Holding down bolts & chocks
33	Main engine driven pumps	32	Detuner or vibration damper
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

State
Port P. or
Starboard S.

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

Identify
by
position

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated first noted at 14-51 hours on 22nd December, 1964, vessel on voyage UK to Australia, and at position approx. 420 miles North of Lisbon, when considerable noise was heard in the port main engine which was immediately stopped and examined. It was stated that the crosshead slipper guide shoe of the port engine scavenge pump had become detached and had fallen into the crankcase. The scavenge pump piston rod was also noted to be bent.

FOUND (Port Main Engine)

REPAIRED

Scavenge pump crosshead slipper guide broken and damaged beyond repair.

Replaced by spare from vessel's stock.

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.

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Register
Foundation

Ship's Name SS/MS "PORT JACKSON"

Port Lisbon

Rpt. No. 10862

Four 1" dia. stud bolts securing above slipper to crosshead found two top bolts broken and two bottom bolts having come out of position completely.

Scavenge pump piston rod found bent with its axis approx. 2" out of line at the maximum point.

Bolts securing piston rod to crosshead found in order so far as could be seen.

Pump connecting rod to be checked for truth.

All four bolts to renew complete with necessary pinching screws.

Pump rod to be straightened as necessary using minimum amount of heating possible.

Owners' superintendent requested both bolts be renewed on account of excessive strain considered sustained.

Checked on shop surface table and found in order.

Additional minor renewals necessary consequent to damage

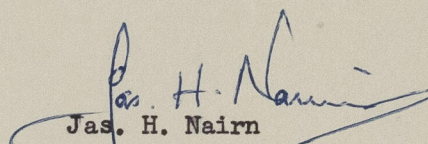
Metallic packing of pump piston rod.

Small copper lubricating oil pipe to slipper guide.

Part actuating gear for engine counter connected to crosshead.

Various shims and liners for bearings and guide.

Repairs examined on completion and port main engine tried under working conditions and found in order.


Jas. H. Nairn
Surveyor to Lloyd's Register

