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LLOYD'S REGISTER OF SHIPPING.

United with THE BRITISH CORPORATION REGISTER



PORT

LISBON

D.2982

9th January, 1965

THIS IS TO CERTIFY that

JAS. H. NAIRN

the undersigned Surveyor to this Society did at the request of Messrs. James Rawes & Co. Ltd., Lloyd's Agents, Lisbon, attend on board the steel:

T.S.M.V. "PORT JACKSON" 9827 gross tons of LONDON

in order to ascertain the nature and extent of damage stated first noted at 14-51 hours on 22nd December, 1964, vessel on voyage U.K. 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.

Vessel proceeded to Lisbon as port of refuge and for repairs arriving late PM on the 25th December, 1964, as delay was experienced in entering the harbour due to dense fog conditions prevailing locally.

On 26th December, 1964, and subsequently, undersigned made examination and found as follows:-

Vessel's staff had opened up port main engine scavenge pump and had prepared piston rod, crosshead and connecting rod for removal ashore to repair shop for attention as necessary. Also by means of connecting the centre ventilating fan trunkway with a canvas trunk to scavenge pump inlet had been able to operate the port main engine at reduced speed of 45 R.P.M.

Examination of damaged parts made and dealt with as follows:-

FOUND (Port Main Engine)

REPAIRED

Scavenge pump crosshead slipper guide broken and damaged beyond repair.

Replaced by spare from vessel's stock.

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.

All four bolts to renew complete with necessary pinching screws.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

«While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.»

D.2989

T.S.M.V. "PORT JACKSON"

9/1/65

NOTE - Pinching screws for above bolts are fitted in slipper and with regard to the two screws to secure the bottom bolts on the damaged slipper, it was noted that these remained in place although having also been damaged presumably when the slipper fell into the crankcase. Examination of the loosened off stud bolts however indicated that the screws had not been taking the necessary effect.

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

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

Bolts securing piston rod to cross-head found in order so far as could be seen.

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

Pump connecting rod to be checked for truth.

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.

Owners' repair contractors, Messrs. H. Parry & Son Ltd., Lisbon, carried out the above repairs working continuously from 25th December until late PM on the 28th December, 1964, when satisfactory trial of the port engine was experienced. Account for this work has been seen at a total cost of Esc:- 90,370\$00, which is understood to include an excess cost for overtime of Esc:- 30,500\$00. Overtime working is estimated to have saved 7 days delay to the vessel as ordinary time work would have involved the delay of both the Xmas and New Year holiday periods.

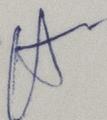
Above costs are considered fair and reasonable compared to costs prevailing at this port at the present time, consideration being given to the fact that repairers required to work with vessel at anchor considerable distance from their shops with extra expenses for transport and crane handling of heavy parts.

Careful examination was made of all internal bolted connections of both main engines and particularly of the scavenge pump connections of the starboard main engine at this time. It was found that the pinching screws of a considerable number of bolts in both engines were not entirely satisfactory, many of them not having the required thimble point. All of these were changed as necessary. Neither the Owners' superintendent nor the vessel's engine-room staff however mentioned to the undersigned that it had been found necessary to change bolts in Holland before commencement of present voyage. This information was only received from Salvage Association after vessel had left this port late PM on the 28th December, 1964.

Jas. H. Mairn

Surveyor to Lloyd's Register

Fee & Expenses:-
Esc:- 2,600\$00.



JG



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Foundation

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