

Rpt. 9

Date of writing report 2 JAN. 1957

Received London 11 JAN 1957

Port SINGAPORE

No. 11706

Survey held at SINGAPORE

No. of visits 2

First date 24 DEC.

Last date 28 DEC. 1956

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. <sup>(106)</sup> 68406 Name M.V. "LUCKY CARRIER" Gross tons 1364 Date of build 6-1927

Owners PAN NORSE S.S. CO. S.A. Managers WALLEM & CO., LTD. Port of Registry PANAMA

Engines made 6-1927 By HARLAND & WOLFF, LTD. Type OIL ENCS. 6 CYL. 4 SA.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book MN 225.

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1 W.P. 150 LB.

Surveyed Afloat or in Dry Dock DRY-DOCK

Nature of Survey DKG. & DAM.

Was Damage Report issued? NO Int. Cert.? YES

Last Report (For Head Office only)

	Hull	Machinery
	+100 FT	+LMC.CS
Dkg.	7.53	DBS
S.S. Hkg. (Dr.)	3.31	TS (CL)
		S.P.S.
	MCHY. AFT.	

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 DAMAGED Wear Down of Stern Bushes NOT TAKEN Oil Glands - Sea Connections -  
 Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? NO Date of Examination - Has Shaft been changed? NO  
 Has Shaft now fitted been previously used? (+) - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

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 Coolers & 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

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

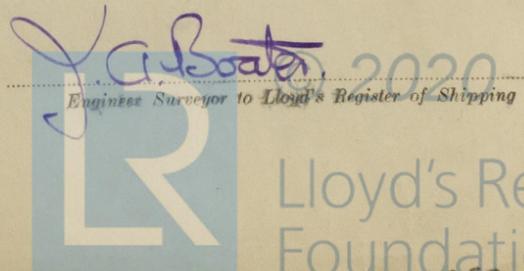
30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS It is recommended that the class of the Machinery of this vessel be withheld until it has been opened up as necessary, examined, and satisfactorily dealt with.

Date of Committee FRIDAY 22 FEB 1957

Decision Le minute on Pt. 8



YES NOW  
 Has a Survey also been held on Ship?  
 If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

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

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

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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 and Motors
j	Magnetic Couplings		s Navigation Light Indicators
k	Air Gap		

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

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)

DAMAGE: Stated to have been sustained on the 30 May 1956, due to grounding at Tanzi Point, Ayeyar, Burma, on account of heavy weather (for further particulars please see Rpt. 8).

DAMAGE: All 4 blades of propeller (MB, solid, 4 blades) increased / torn / broken. Propeller cone broken.

It was stated that considerable sand and mud was taken in through the sea inlet valves during the refloating operations. The vessel has now been towed to an anchorage at Singapore, awaiting estimates for repairs and the Underwriters' decision. It is recommended that the class of the Machinery of this vessel be withheld until opened up as necessary and satisfactorily dealt with.

LEAVE THIS SPACE BLANK

Survey fees .....

Damage fee .....

Expenses... ..

Date when A/c rendered