

Rpt. 9

Date of writing report 12 JAN. 1957.

Survey held at SINGAPORE

Received London 11 JAN 1957

No. of visits 2

Port SINGAPORE

First date 24 DEC.

Last date 28 DEC. 1956.

No. 11706

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 68406 (66) Name M.V. "LUCKY CARRIER" Gross tons 1364 Date of build 6-1927

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

Engines made 6-1927 By HARLAND & WOLFF, LTD. CLS. 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 AI	+LMC CS	8,33
Dkg.	7,53	DBS	8,33
S.S. Hkg. (Dr.)	3,31	TS (CL)	6,33
		S.P.S.	7,33
MEHY. 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
Centre4 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

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 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

Decision

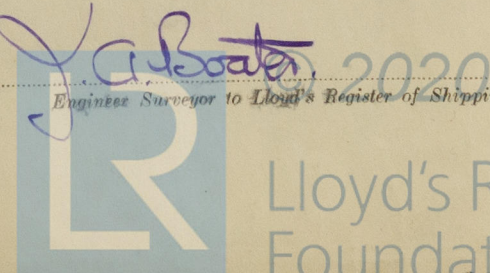
FRIDAY 22 FEB 1957

Le minute

on Pht. 8

30m. 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Engine Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

003385-003390-0050

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 operation.

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.....

