

Rpt. 9

Date of writing report 10/2/60

Received London

Port AUCKLAND, N.Z.

No. 8902

Survey held at Auckland

No. of visits 6

First date 28/1/60

Last date 10/2/60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 26208 Name M.V. "PORT FREMANTLE"

Gross tons 8564 Date of build 1927 4

Owners Port Line Ltd.

Managers

Port of Registry London

Engines made 1927 4

By Wm. Doxford & Sons Ltd.

Type 2SA 4Cy.

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

No. of ~~Mar.~~/Donkey Boilers 1db W.P. 100lb.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage

Was Damage Report issued? Yes Int. Cert.? Yes

Last Report (For Head Office only)

Hull		Machinery	
+100A1 with frbd.	4/59	+IMC CS	12/56
SS	12/56	d	4/59
(Dr)	3/52	CLp&s	10/56

NO

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

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

4 Crankpins & Bearings

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

The machinery of this ship so far as now seen is in good

condition and eligible in my opinion to be continued as now classed without fresh record of survey and

without Condition regarding the Port forward generator engine crankshaft.

Date of Committee

TUESDAY - 1 MAR 1960

Decision

As now without specan

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)

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
		AUXILIARY EQUIPMENT	
a	Generators		l Generators & Governors
b	Exciters		
c	Air Coolers		
d	Motors		m Motors
e	Air Coolers		
f	Control Gear, Cables, etc.		n Switchboards & Fittings
g	Insulation Resistance		o Circuit Breakers
h	Insulating Oil Test		p Cables
i	Overspeed Governors		q Insulation Resistance
j	Magnetic Couplings		r Steering Gear Generators and Motors
k	Air Gap		s Navigation Light Indicators

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 occurred on the 23rd January 1960 at New plymouth, N.Z., due to fractured Port forward generator engine crankshaft.

FOUND

RECOMMENDED

Port forward generator engine crankshaft fractured in way of No 3 crank, forward web from free end.

That the engine be stripped down and the fractured crankshaft removed.
That all main bearings including the after pedestal bearings be re-metalled and machined.
That all main bearing bolts be renewed.
That all bottom end bearings be re-metalled and machined.
That a re-conditioned crankshaft stamped; "Lloyd's Test 522. J.P. Lloyd's 7582. 31/5/26 W.No 42901. LR. 17/9/26 " be fitted, satisfactorily bedded in and lined up.
That all holding down bolts and chocks be tested and found satisfactory.
That the coupling bolts be renewed in Lloyd's tested steel. That on completion of repairs the engine be tested under working conditions.

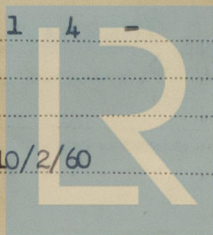
The above recommended repairs have now been satisfactorily carried out.

LEAVE THIS SPACE BLANK

Damage fee ... £45 - -

Expenses... 1 4 -

Date when A/c rendered 10/2/60



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