

27 JUN 1963

Ship's Name ~~SS~~/MS "WAIRANGI" 1942-4 Gross tons 12829
 Is there a rpt. 8? no Port Rotterdam Rpt. No. 56231
 No. of visits 2 First date 16-5-1963 Last date 22-5-1963
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)
 Date of completing rpt. 4-6-1963 Surveyed at, if different from Port above -
 Is a rpt. 9B attached? no MN (2472) Nature of survey Damage to Starboard Main Engine
 Survey fees Damage fee Expenses fl. 70,--
 fl. 60,-- S.A. fee

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

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, top ends & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

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

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 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 & top ends
- 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 assigned, subject to the special condition at present attached to the vessel's class being dealt with as previously recommended, also subject to the No. 1 lower exhaust gas piston yoke of Starboard Main Engine being replaced or machined in way of tie rod nut landings before the end of July next.

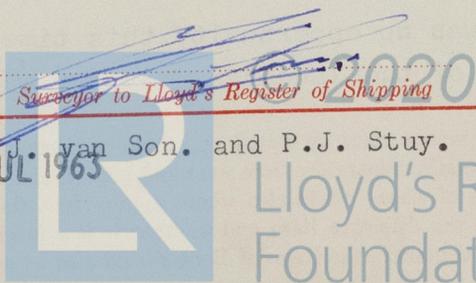
(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

MONDAY 29 JUL 1963
As now subject

Surveyor to Lloyd's Register of Shipping
 van Son. and P.J. Stuy.



ALSO FOR
 SPL FOR
 SRL
 POSTING
 HEADER
 CERT

All 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.

In or repairs should be distinguished mark. Listing mark. These should be taken against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

When it has been examined, and 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

20 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	32 Detuner or vibration damper
33 Main engine driven pumps		

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

34 Crankcase doors & explosion relief devices

36 Essential independent pumps

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

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

39 Fresh water coolers

41 Heaters (state service)

43 Auxiliary air receivers & safety devices

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?

51 Fire extinguishing arrangements

49 Evaporators HP & LP

50 Distillers

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

It was stated that the after tie rod of No.1 cylinder exhaust gas piston yokes of Starboard Main Engine broke off at lower threaded end on voyage from River Plate to continent on the 1st May, last, due to which also the top exhaust gas piston cylinder was damaged.

This time both, top & lower exhaust pistons with yokes examined. Found tie rod nut landings of lower yoke not parallel resulting in bending stresses in the threaded ends of the rods when the nuts are tightened up. The top exhaust gas piston cylinder found cracked,

As there was no opportunity this time to remove the lower yoke for machining of the landings, tapered washers of sufficient thickness to be continued.

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.

Rpt.

(cont.)

Ship's Name ~~SS~~/MS "WAIRANGI"

Port Rotterdam

Rpt. No.

56231

State
Port P.
Starboard

temporarily fitted.

The Owners superintendent stated that the lower yoke will be replaced or Machined at earliest opportunity but not later than by the end of July next.

Of Starboard engine, both No.1 forward and after tie rods and top exhaust gas piston cylinder satisfactory replaced by Ships spare ones. Id.marks of these parts noted.

J. van Sen.

Identified
by
position

