

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London
11. DEC. 1967

Ship's Name ~~SS~~MS "NANCHANG"

Port Auckland

Processing
Number: LR 523972

Gross tons 7868

Rpt. No. 13,845

Port of Registry Liverpool

Date of build 1943

Is there a rpt. 8? No

No. of visits 1

First date and

Last date 26/11/67

Interim Cert. issued
& copy herewith? Yes

Damage rpt. issued
and copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 30/11/67

Surveyed at, if different from Port above Mt. Maunganui

Is a rpt. 9B
attached? No

MN

Nature of survey CSM

Survey fees \$30.00

Damage fee

Expenses \$24.50

S.A. fee \$16.00

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

1 Cyls., covers, pistons,
rods, valves & gears

2 Con. rods, crossheads,
bearings & guides Side

3 Crankpins
(incl. eccentrics)
& bearings Side

Centre No 8 - good. No 6 efficient (1 see over).

4 Crankshaft journals
& bearings

5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods

7 Con. rods, crossheads,
bearings & guides

8 Crankpins &
bearings

9 Journals &
bearings

10 Levers, links &
bearings

11 Coolers &
safety devices

12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusts & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limit.

(The above declaration applies to sea-going cargo ships
of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date)

when the Survey has been completed, subject to No 6 Main Engine bottom end bearing being further specially examined by the end of February 1968 (3 months) and to all other outstanding conditions of class being dealt with as previously recommended.

(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

WEDNESDAY 27 DEC 1967

esum, Subject

Surveyor to Lloyd's Register of Shipping

ALSO FOR

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CLASSN. CITEE

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "Defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it 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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

| | | |
|--|--|-------------------------|
| 17 Pinions & wheels | 18 Shafts, bearings & couplings | |
| 19 Exhaust steam turbines (with recip. eng.) | 20 Thrust blocks, shafts & bearings | |
| 21 M.E. steam compressors | 22 Intermediate shafts & bearings | |
| 23 Clutches & hydraulic couplings | 24 Steam re-heaters | |
| 25 De-superheaters | 26 Forced &/or induced draught fans | |
| 27 Stop & manoeuvring valves | 28 Holding down bolts & chocks | |
| 29 Main engine driven pumps (including fuel injection) | | |
| 30 Condensers (main & aux.) | 31 Air ejectors (main & aux.) | |
| 32 Have main engines been examined working & manoeuvring? | | |
| 33 Essential independent pumps | | |
| 34 Bilge, ballast & oil fuel suction lines, fittings & controls | 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? | |
| 36 Fresh water coolers | 37 Lub. oil coolers | |
| 38 Heaters & safety devices including de-aerator (state service) | 39 Pressure feed water filters | |
| 40 Auxiliary air receivers & safety devices | 41 Starting air pipes | |
| 42 Main air receivers & safety devices | | |
| 43 Independent air compressors, coolers & safety devices | 44 Oil fuel tanks (not forming part of the hull structure) | |
| 45 Have all evaporators safety valves been tested under steam? | 46 Evaporators | 47 Distillers |
| 48 Steering machinery | 49 Windlass | 50 Machinery spare gear |

AUXILIARY ENGINES

DOCKING

| Propeller | Sea connections | Oil gland |
|---|-----------------|---|
| Fastenings & gratings | | Clearance in stern bush (if relined state clearance before & after) |
| Has screw/tube shaft been drawn? | | Date of examining shaft & condition |
| Has shaft been changed? | | Has shaft now fitted been previously used? |
| Has shaft now examined/fitted a continuous liner? | | Approved oil gland |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

"1" Main Engine No 6 Bottom End Bearing:- White metal found fractured and slack in several places. The ship's committments did not make it convenient for these parts being dealt with or replaced at this time, but it was stated that this would be attended to on arrival at a Japanese port during the present voyage. The parts are considered in efficient

The reason for repairs must be stated and those on account of damage, the alleged cause of of which must be given, should be detailed separately for 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 be reported above.

State whether continuation sheet attached

YES

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Report 9A

m.s. "NANCHANG"

Port of Auckland.

Report No 13,845

Main Engine No 6 bottom end bearing, continued:-

working condition meantime, but it is submitted that the class be continued subject to their being again specially examined and dealt with as necessary, by not later than the end of February 1968 (3 months limit).

S.R.L. Recommendation: No 6 Main Engine bottom end bearing to be further specially examined by end of February 1968 (3 months limit.)

... *R. Goodley* ...
R. Goodley.

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