

Ship's Name ~~SS~~/MS "NANCHANG" Port Kobe

Processing Number: LR 523972 Gross tons 7,868 Rpt. No. 18082

Port of Registry Liverpool Date of build 1943 Is there a rpt. 8? No

No. of visits 3 First date 26-6-1967 Last date 30-6-1967

Interim Cert. issued Yes, B1-129595 Damage rpt. issued and copy herewith? - Last rpt. (H.Q. only) KOB 17594

Date of completing rpt. 10-7-1967 Surveyed at, if different from Port above

Is a rpt. 9B attached? Yes MN Nature of survey CSM, Repairs to Aux. Boiler & Main Engine.

Survey fees CSM £10,000 Repairs £20,000 Damage fee - Expenses £1,500-

S.A. fee -

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
- 4 Crankshaft journals & bearings Centre
- 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 limits

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

Y. Kojima KOB 6/6

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 the smoke tubes of the Auxiliary boiler being specially re-examined and dealt with as considered necessary at the Next Auxiliary Boiler Survey and also to any other outstanding condition 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

rm

write Owner (Chm - Saffron)

AS 3. 67 subject (m)
AS 4. 67 ABS 3. 67

THURSDAY 10 AUG 1967
Surveyor to Lloyd's Register of Shipping

SAFFRON

FOR CHAIRMAN CLASSN. CTTEE

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER

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

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MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings	State Port P. or Starboard S.
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 Main sea water circulating pump (S),) Both Good.
Main fresh water circulating pump (S)

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

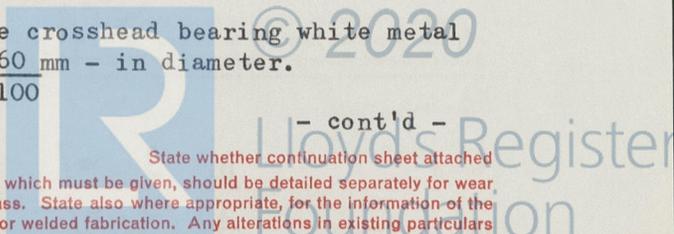
Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (if relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs Wear & Tear:- Found main engine No.8 centre crosshead bearing white metal locally cracked and crosshead pin somewhat oval - $\frac{60}{100}$ mm - in diameter.

- cont'd -

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.



Rpt. 9A (cont.)

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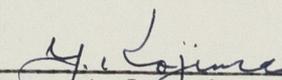
Rpt. No. 18082

Now crosshead bearing white metal relined and crosshead pin skimmed on the lathe and all fitted in good condition.

S.R.L. No.271:-

All starting air pipes except three lengths of main starting air pipes for bottom cylinders to be specially examined and dealt with as necessary by next drydocking.

The above item was already dealt with at Kobe in April 1967 (please see Interim Certificate No.B1-128987 issued Kobe dated 15th April, 1967).


Surveyor to Lloyd's Register
Y. Kojima

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Kobe

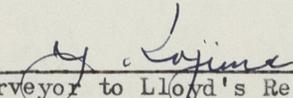
Rpt. No.

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S.R.L. No.271:-

Auxiliary boiler to be raised to maximum safe working pressure (100 p.s.i.) the smoke tubes, throat plate and Ogee ring seams to be specially examined for leakage at next Auxiliary Boiler Survey not later than April 1967:-

The above item was already dealt with at Kobe when Auxiliary Boiler Survey carried out (please see Interim Certificate No.B1-128987 issued Kobe dated 15th April, 1967).


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Y. Kojima

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