

Rpt. 9A

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

Received London

-5. JUN. 1967

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

Processing Number: LR **523972** Gross tons **7,868** Rpt. No. **17574**

Port of Registry **Liverpool** Date of build **1943** Is there a rpt. 8? **Yes**

No. of visits **10** First date **22-3-1967** Last date **1-4-1967**

Interim Cert. issued & copy herewith? **Yes, BI-128987** Damage rpt. issued and copy herewith? **-** Last rpt. (H.Q. only)

Date of completing rpt. **15-4-1967** Surveyed at, if different from Port above **-**

Is a rpt. 9B attached? **Yes** MN Nature of survey **CSM, ABS and Condition of Class.**

Survey fees **CSM £30,000** Damage fee **-** Expenses **£5,000**
ABS 15,000
SRL 20,000

S.A. fee **£8,000**

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 **Nos. 2 & 5 - Good**
- 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 **Aft (No. 2) Good**
- ~~A 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~~

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

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of CSM (with date) on completion and ABS 3,67 without restriction of class regarding examination of starting air pipes and hydraulic test and repair of auxiliary boiler but subject to any 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

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see Whn 11569

004364-004368-0061 1/2

ALSO FOR

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SRL *Bay*

POSTING

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CERT

J. Nonomura
Surveyor to Lloyd's Register of Shipping
J. Nonomura

Lloyd's Register Foundation

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 that should 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

Good

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

Good

50 Machinery spare gear

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller Good

Sea connections Good

Oil gland None

Fastenings & gratings Good

Clearance in stern bush (if relined state clearance before & after) 2.5mm

Has screw/tube shaft been drawn? No

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.

Wear & Tear Repairs:-

Main engine No.2 crankpin bearing upper half whitmetal lining found cracked, now replaced with ship's spare.

- cont'd -

State whether continuation sheet attached

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 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.



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Ship's Name SS/MS "NANCHANG"

Port Kobe

Rpt. No. 17574

Cracked bearing remetalled and placed on board as spare.

Other minor repairs effected as required.

S.R.L. No.266:-

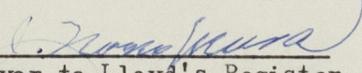
All starting air pipes except 3 lengths of main starting air pipes for bottom cylinder to be specially examined and dealt with as necessary by next drydocking.

Now Done:-

All starting air pipes except 3 lengths of main starting air pipes for bottom cylinders were hammer tested and selected 5 lengths of pipes, took ashore, hydraulically tested to 60 Kg/cm² and found satisfactory.

The selected pipes and remainder were examined internally and found in good order.

It is recommended that the above item be deleted from **Special Reason List**.


Surveyor to Lloyd's Register
J. Nonomura

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