

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, B1-128987** 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**
- 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/within the limits

(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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ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

J. Nonomura

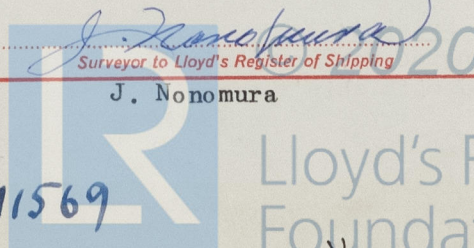
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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

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

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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		
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?	Identify by position
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	
48 Steering machinery	49 Windlass	
	50 Machinery spare gear	

## 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.

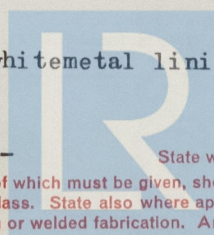
Wear & Tear Repairs:-

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:-

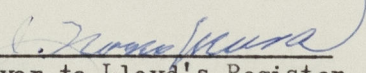
All starting air pipes except 3 lengths of main starting air pipes for bottom cylinder to be specially examined and dealt with as necessary by next drydocking.

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/cm<sup>2</sup> 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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