

REPORT OF MACHINERY SURVEYS AND REPAIRS FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

6 MAR 1967

Ship's Name: SSMS "NANCHANG" Port: Auckland
Processing Number: LR 523972 Gross tons: 7868 Rpt. No.: 13,340
Port of Registry: Liverpool Date of build: 1943 Is there a rpt. 8?: No
No. of visits: 3 First date: 20/2/67 Last date: 24/2/67
Interim Cert. issued & copy herewith?: Yes Damage rpt. issued & copy herewith?: No Last rpt. (H. Q. only): YKA 7077
Date of completing rpt.: 27/2/67 Surveyed at, if different from Port above: -
Is a rpt. 9A attached?: No MN Nature of survey: A.B. repairs
Survey fees: £20. 0. 0 Damage fee: Expenses: 15/00.
S.A. fee:

9 MAR 1967

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 thereon 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

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

Table with columns: AUXILIARY, DONKEY or PRESS (State if oil fired—OF or exhaust gas—EG), MAIN. Rows include: Air heaters, Superheaters, Safety valves, Mountings, doors and fastenings, Safety valves adjusted to (Sat 65 p.s.i., Spt), Boiler securing arrangements, Main economisers, Exhaust gas heated economisers and their safety valves, Steam heated steam generators, Steam generator or E.G.E. safety valves adjusted to, Fired boiler forced circulating pumps, Funnel, Were oil burning system & remote controls examined in accordance with Rules? No

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.

(The above declaration applies only 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 without fresh record of Survey, subject to the Auxiliary Boiler being raised to maximum safe working pressure (100 p.s.i.) and the smoke tubes, throat plate and Ogee ring seams examined for leakage and dealt with as found necessary at the next ABS, but not later than the end of April, 1967, and to any 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.)

Surveyor to Lloyd's Register of Shipping: A. Huntingford.

Date of Committee: Minute:

THURSDAY 30 MAR 1967 No now. subject

Lloyd's Register Foundation FOR CHAIRMAN CLASS. CITEE

YKA 6/2

Table with rows: ALSO FOR, SRL FOR, TRO, SRL, POSTING, HEADER, CERT

White Own. in 4 op. ABS + SAFCON-AS

004364-004368-0076

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN

AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		
t	Spare gear		

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,
the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Wear and Tear Repairs: Attended on board at the request of the Chief Engineer to examine the defective auxiliary boiler. With 30 p.s.i. pressure of steam on the boiler extensive leakage was noted from the smoke tubes, throat plate seam and Ogee ring. As the ship was carrying about 150 tons of tallow in bulk requiring continuous steam to the heating coils it was decided to attempt to expand the tubes, caulk the seams and reduce the steam pressure to a safe working minimum, viz: 65 p.s.i. The tubes were expanded, the seams caulked and steam raised to 65 p.s.i. The boiler was found tight and the safety valves re-set to lift at 65 p.s.i. The water gauge was opened up, found in order and closed up.

It is recommended the boiler be raised to safe working pressure (100 p.s.i.) and the smoke tubes, throat plate and Ogee ring seams examined for leakage and dealt with as found necessary at the next ABS, but not later than the end of April 1967.

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 be reported above.



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Foundation

No register