

Rpt. 9A

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

Received London

21. OCT. 1966

Ship's Name SS/MS "NANCHANG"

Port Kobe

Processing  
Number: LR

Gross tons 7,868

Rpt. No. 16698

Port of Registry Liverpool

Date of build 1943

Is there a rpt. 8? No

No. of visits 2

First date 22-9-1966

Last date 2-10-1966

Interim Cert. issued  
& copy herewith? Yes,  
Bl-127772

Damage rpt. issued  
and copy herewith? -

Last rpt. (H.Q. only) YKMB844

Date of  
completing rpt. 11-10-1966

Surveyed at, if different from Port above Kobe & Osaka

Is a rpt. 9B  
attached? No

MN

Nature of survey Machinery Repairs

Survey fees £20,000

Damage fee -

Expenses £2,200.-

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 Centre  
Crankpins  
(incl. eccentrics)  
& bearings Side

4 Centre  
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 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 survey, subject to all starting air pipes except three lengths of main starting air pipes for bottom cylinders being specially examined and dealt with as necessary by next dry docking due 2.67 also subject 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

MONDAY - 7 NOV 1966

As now, subject

J. Nonomura

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN  
CLASSN. CTTEE

ALSO FOR

SPL FOR

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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

25 OCT 1966

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## 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

State  
Port P. or  
Starboard S.Identify  
by  
position

## 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.

Wear & Tear Repairs:-

Aft one length of main starting air pipes for bottom cylinder units found wasted and holed at a branch to No.6 bottom cylinder.

- cont'd -

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.

State whether continuation sheet attached

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

Port Kobe

Rpt. No. 16698

Adjacent two lengths of main starting air pipes specially examined by hammer and found to be thin and locally bulged.

All three main starting air pipes renewed at this time in accordance with the Rules and subsequently tested hydraulically to the pressure of 60 Kg/cm<sup>2</sup> and found sound and tight.

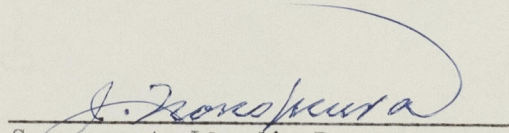
## Identification Marks:-

LLOYD'S	TEST	KOB	W.T.P.	60 Kg/cm <sup>2</sup>	JN 22-9-66	LR
"	"	"	"	"	JN 1-10-66	LR

A copy of mill certificate of pipes was attached herewith.

In view of the condition of pipes, all remaining starting air pipes were hammer tested and considered to be efficient in the meantime.

It is recommended that all starting air pipes except the lengths of main starting air pipes for bottom cylinder units be specially examined and dealt with as necessary by next drydocking due 2.67.

  
Surveyor to Lloyd's Register  
J. Nonomura

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