

**Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)**

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

20 APR 1965

/NP

Ship's Name ~~SS/MS~~ "OAKMORE"  
 L.R. 52980  
 Gross tons 4700 Port of Registry LIVERPOOL Port NEWCASTLE UPON TYNE  
 Date of build 1939 Is there a rpt. 8? No Rpt. No. 1896  
 No. of visits 2 First date 29.3.65. Last date 31.3.65.  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) Sr J 3+53  
 Date of completing rpt. 9.4.65. Surveyed at, if different from Port above  
 Is a rpt. 9B attached? No MN 792 Nature of survey Advancement of C.S.M., Repairs, S.R.L.  
 Survey fees Damage fee Expenses 6s.0d.  
 C.S.M. £3. 0. 0.  
 Repairs £3. 0. 0.

26 APR 1965

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods No.6 - Good
- 2 Valves & gears No.6 - Good
- 3 Con. rods, cross-heads, bearings & guides No.6 - Good Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, cross-heads & bearings
- 8 Crankpins & bearings
- 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods
- 12 Con. rods, cross-heads & bearings
- 13 Crankpins & bearings
- 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 15 Casings, rotors, blading, bearings, & thrusts
- 16 Levers

- 17 Reduction gearing
- 18 Scavenge blowers
- 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of C.S.M. (with date) on completion, subject to the Metalock repairs in way of No.6 unit entablature of starb. ford. generator diesel and No.1 unit of Port (A) generator diesel engine being specially examined and dealt with as necessary before the end of September, 1965, and to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR  
 SPL FOR  
 NOTED BY CESR  
 SRL  
 POSTING  
 HEADER  
 CERT

(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

Date of Committee

TUESDAY - 4 MAY 1965

Minute

White Ave.  
 White Div.

AS now, Surveyor J. MOFFAT.

FOR CHAIRMAN CLASSN. GTT64

004466-004476-0295 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before 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".

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 repairs have been effected or it is

50m, 8.64 (MADE AND PRINTED IN ENGLAND)

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Lloyd's Register Foundation

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20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

Identify by position

**AUXILIARY ENGINES**

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.**

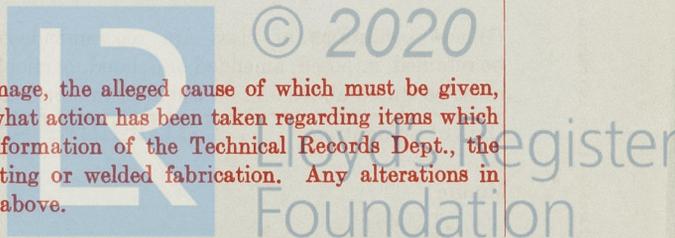
Main engine top two piston rings renewed. No.6 Piston.

Starboard ford. generator diesel, fracture in way of No.6 unit entablature Metalock repaired. Tested and found satisfactory. It is recommended that this should be specially examined and dealt with as necessary before the end of September, 1965 ( 6 mos.)

S.R.L. It is understood that this refers to recommendation given in Liverpool Cert. B1 dated 8.12.64:- viz: subject to Metalock repair in way of No.1 unit of P.A. aux. diesel generator engine being re-examined by 5.65 (6 months limit)

Now done Repairs examined and found to remain efficient. It is recommended that the repairs be re-examined before the end of September, 1965 (6 months).

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 also be reported above.



Rpt. 9A (cont.)

Ship's Name SS/MS "OAKMORE"

Port NEWCASTLE/TYNE Rpt. No. 1896

S.R.L. Appendix No. 15

M.E. water jacket repaired between Nos. 5 and 6 cylinders.

(P.A.) auxiliary generator engine removed from vessel for repairs to be replaced at Owners' convenience. The Chief Engineer stated that the M.E. repair was giving satisfactory service.

(P.A.) auxiliary generator engine had previously been replaced on board.

