

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) 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.

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
4 Crankpins & bearings centre
5 Journals & bearings

Side

Side

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)

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

TRO

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.)

Date of Committee

Minute

White Ave.
White Ave.

TUESDAY - 4 MAY 1965

AS now, Surveyor J. MOTTAT.

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN
CLASSN. GTT66

004466-004476-0295 1/2

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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

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-super-heaters	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)
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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?
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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45 Main air receivers & safety devices
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46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)
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48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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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.

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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.

