

Rpt. 9A

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

Received London

-4. OCT. 1966

Ship's Name ~~MS~~ **"SIR JAMES CLARK ROSS"** Port **Oslo**

Processing Number: LR **532958** Gross tons **18448** Rpt. No. **10549**

Port of Registry **Sandefjord** Date of build **1930-8** Is there a rpt. 8? **Yes**

No. of visits **4** First date **17/8** Last date **14/9/66**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued and copy herewith? **No** Last rpt. (H.Q. only)

Date of completing rpt. **28/9/66** Surveyed at, if different from Port above **Sandefjord.**

Is a rpt. 9B attached? **Yes** MN **709** Nature of survey **General Examination part ABS.**

Survey fees **Gen. Exam. & part ABS. Kr. 1.500,-** Damage fee **Expenses Kr. 300,-**

S.A. fee

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

- 1 Cyls., covers, pistons, rods, valves & gears No. 1 (s) - Good
- 2 Con. rods, crossheads, bearings & guides Side No. 1 (s) - Good
- Centre
- 3 Crankpins (incl. eccentrics) & bearings Side No. 4 (s) and No. 6 (p) - Good
- Centre
- 4 Crankshaft journals & bearings No. 3 (s) and No. 2 (p) Good ⁵ Detuner or operation 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.)

I recommend that the machinery of this ship remain as classed ~~MS~~ without fresh record of survey, subject to all outstanding surveys being dealt with before the end of December, 1966 (3 mos. limit) and subject to all conditions attached to the vessel's class being dealt with at the same time.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate).

L. Tveit.
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

MONDAY 14 NOV 1966

As now, subject

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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

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 No. 1 + No. 1 +	31 Air ejectors (main & aux.)		
32 Have main engines been examined working & manoeuvring? Yes - Good			
33 Essential independent pumps			
34 Bilge, ballast & oil fuel suction lines, fittings & controls See Rpt.	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? See Rpt.		
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 Good	49 Windlass Good	50 Machinery spare gear	

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller S	Good	Sea connections	N.E.	Oil gland	-
Fastenings & gratings	Good	Clearance in stern bush (if relined state clearance before & after)		S. 2 mm.	
Has screw/tube shaft been drawn?	No, but p. & s. propellers backed off cone & Good	Date of examining shaft & condition		P. 3 mm.	
Has shaft been changed?	-	Has shaft now fitted been previously used?			-
Has shaft now examined/fitted a continuous liner?	-	Approved oil gland			-

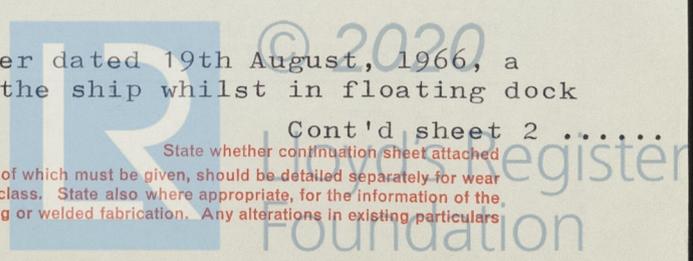
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

General Examination now held:

In accordance with the Secretary's letter dated 19th August, 1966, a general examination now carried out on the ship whilst in floating dock and lying afloat.

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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.



Ship's Name ~~SS~~/MS "SIR JAMES CLARK ROSS".

Port Oslo

Rpt. No. 10549

All items as indicated in the Report examined and found satisfactory in the meantime and it is submitted for the favourable consideration of the committee that the owners request for the ship to proceed in ballast to Far East Port for breaking up merits approval. A interim certificate as per attached copy issued for contemplated voyage.

Items examined:

Main engines examined as indicated in the report.

Crankshaft deflection taken and found satisfactory.

Main Engines examined working under short sea trial and found satisfactory.

Auxiliary Engines:

2 off the aft upper 'tween deck. Auxiliary engines removed and switchboard for all 3 engines disconnected.

The 3 lower fwd. auxiliary engines being used for contemplated voyage, generally examined and examined working and found satisfactory.

All factory installations and press boiler not being used for contemplated voyage. Factory installation partly removed from the ship.

Electrical installation examined and tested and all defect circuits not being used for contemplated voyage now disconnected. Defects on necessary circuits repaired and placed in order.

Auxiliary pumps and piping arrangement generally examined and tested working and found satisfactory.

Auxiliary Boilers:

The s.s. fwd. outboard (No.4) and s.s. fwd. inboard (No. 3) boilers being used for contemplated voyage. Same examined as indicated in the Report and found satisfactory.

Steam piping arrangement examined under operating conditions and found satisfactory.

Steering Machinery and windlass generally examined and examined working and found satisfactory.

Condition of class to No. 1 condenser water box specially examined and found satisfactory for contemplated voyage.

L. Tveit

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