

26. MAY 1967

Ship's Name ~~MS~~ "PAMPA"

Port Calcutta

Processing  
Number : LR 526937

Gross tons 9804

Rpt. No. 2975

Port of Registry Panama

Date of build 7/1945

Is there a rpt. 8 ? No

No. of visits Two

First date 10.5.67

Last date 11.5.67

Interim Cert. issued  
& copy herewith ? YesDamage rpt. issued  
and copy herewith ? No

Last rpt. (H.Q. only) Bom 17470

Date of  
completing rpt. 11.5.67

Surveyed at, if different from Port above

is a rpt. 9B  
attached ? No

MN

Nature of survey Condition of Class

Survey fees

Damage fee

Expenses

Cond of Class Rs. 400/-

Rs. 30/-

S.A. fee

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

1 Cyls, covers, pistons,  
rods, valves including  
rotary valves, & gears2 Con.rods, crossheads,  
bearings & guides Side3 Crankpins  
(incl. eccentrics)  
& bearings Side4 Crankshaft journals  
& bearings Centre5 Detuner or  
vibration damper

## MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,  
pistons & rods7 Con. rods, crossheads,  
bearings & guides8 Crankpins &  
bearings9 Journals &  
bearings10 Levers, links &  
bearings11 Coolers &  
safety devices12 Scavenge blowers  
& superchargers

13 Air coolers

14 Crankcase &amp; scavenge doors &amp; explosion relief devices

## MAIN TURBINES

15 Casings, rotors,  
blading, bearings,  
thrusters & 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 ~~with~~ without fresh record of survey ~~without special condition regarding crack detection of Intermediate shaft coupling fillets but subject to the shaft being renewed on arrival Japan by mid June, 1967 and to the remaining 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).

Date of Committee

Minute

D. MADHOK  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

NOTED BY  
SRL

POSTING

HEADER

CERT

Ship's name 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.

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". At part or complete special surveys those items which are not applicable to the

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



## 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 ?	

State  
Port P. or  
Starboard S

33 Essential independent pumps

34 Bilge, ballast &amp; oil fuel suction lines, fittings &amp; controls

36 Fresh water coolers

38 Heaters &amp; safety devices including de-aerator (state service)

40 Auxiliary air receivers &amp; safety devices

42 Main air receivers &amp; safety devices

43 Independent air compressors, coolers &amp; safety devices

45 Have all evaporators safety valves been tested under steam ?

48 Steering machinery

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

37 Lub. oil coolers

39 Pressure feed water filters

41 Starting air pipes

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

47 Distillers

50 Machinery spare gear

Identity  
by  
position

## AUXILIARY ENGINES

## DOCKING

Propeller

Sea connections

Oil gland

Fastenings &amp; gratings

Has screw/tube shaft been drawn ?

Has shaft been changed ?

Clearance in stern bush (if relined state clearance before &amp; after)

Date of examining shaft &amp; condition

Has shaft now fitted been previously used ?

Has shaft now examined/fitted a continuous liner ?

Approved oil gland

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

State whether continuation sheet attached Yes

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 "PAMPA"

Port CALCUTTA

Rpt. No.

2975

CONDITION OF CLASS

Bombay certificate dated 30.4.67 sighted.

Intermediate shaft (temporarily repaired by welding in way of fillets of forward and after couplings) being crack detected on arrival Calcutta where bound and if satisfactory to shaft being renewed on arrival Japan by mid June, 1967.

NOW DONE

Intermediate shaft coupling flanges cleaned, visually examined and subsequently crack detected (magnetically) and repairs found to remain good.

It is recommended that this special condition be amended as under :-

Intermediate shaft to be renewed on arrival Japan by mid June, 1967 (as previously recommended).

Survey confined to above.

