

Rpt. 9A

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

Received London

Ship's Name ~~XXX~~ " P A T E L L A "

Port Curacao No. 4, 1966

Processing  
Number: LR

527154

Gross tons

8277

Rpt. No.

7559

Port of Registry

London

Date of build

1946-12

Is there a rpt. 8?

No

No. of visits

Two

First date

16.11.66

Last date

17.11.66

Interim Cert. issued  
& copy herewith?

Yes

Damage rpt. issued  
and copy herewith?

No.

Last rpt. (H.Q. only)

acc 7443.

Date of  
completing rpt.

17,11,66

Surveyed at, if different from Port above

...

Is a rpt. 9B  
attached?

No

MN

Nature of survey

Repairs

Survey fees

Fls.125.00

Damage fee

...

Expenses

Fls.10.00

S.A. fee

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 Crankpins  
(incl. eccentrics)  
& bearings Side

4 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.)

I recommend that the machinery of this ship remain as classed ~~XXX~~ without fresh record of survey, subject to starboard No.2 tiebolt being renewed before the end of May 1967 and to any other 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).

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 26 JAN 1967

Minute

As now, subject

RB note TS (3)

FOR CHAIRMAN  
CLASSN. CITEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

100m, 4, 65 (MADE AND PRINTED IN ENGLAND)

004630-004634-0283 1/2



## 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.

The starboard No.2 tiebolt between unit No.1 and No.2, <sup>units</sup> repaired 4.8.66  
(See Cco. Rpt. No.7493) was found broken again at approximately 1" under the welding.

The reason for repairs must be stated and those on account of damage, the alleged cause of 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 Yes

Register  
Foundation



Rpt. 9A (cont.)

Ship's Name SSMS " P A T E L L A "

Port Curacao.N.A. Rpt. No. 7559

Repaired the bolt in the same way as reported in the foregoing mentioned Report.

More attention was paid to keep the bolt on temperature during welding and thereafter.

Tested also the repaired starboard No.5 bolt and found good.

S.R.L. 260.

Items unchanged.

