

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPINGReceived London
26. OCT. 1966Ship's Name **SS/MS "PORT WYNDHAM"**Port **Glasgow**Processing
Number: LR **528271**Gross tons **8701**Rpt. No. **97370.**Port of Registry **London**Date of build **1935/1**Is there a rpt. 8? **Yes**No. of visits **8**First date **31.8.66.**Last date **22.9.66.**Interim Cert. issued
& copy herewith? **Yes**Damage rpt. issued
and copy herewith? **No**

Last rpt. (H.Q. only)

Date of
completing rpt. **3.10.66.**

Surveyed at, if different from Port above

Is a rpt. 9B
attached? **Yes**MN **1880**Nature of survey **Docking, Part G.E.
CSM, TS & ABS.**

Survey fees

Damage fee

Expenses

TS P&S £16.0.0d.
ABS £20.0.0d.
CSM £55.0.0d.
Elect. G.E. £14.0.0d.
Elect. Damage £10.0.0d.Date entry made in RPB
19-10-66
Surveyor's Initials
Jm£3.12.0d.
£1.11.0d. Elect.

S.A. fee

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

1 Cyls., covers, pistons,
rods, valves & gears2 Con. rods, crossheads,
bearings & guides Side

'P' No.3 Good

3 Crankpins
(incl. eccentrics)
& bearings Side

'P' No.3 Good

'P' Nos.1&3 Good

4 Crankshaft journals
& bearings

'P' All (6) Good.

5 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 & guides 'P' & 'S' Good.8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices 'P' & 'S' Good.

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 with/without fresh record of TS P&S (CL) 9/66 now, & CSM (with date) & ABS 9/66, when the Surveys have been completed without conditions regarding the Port Aft Aux. No.3 cylinder jacket, and the condenser S.W. cooling over board discharge valve chest, also temp. elect. power & lighting loads in E.R. subject to the inboard crosshead guide (ML 1-66) and entablature (fractured at bottom landing of inboard crankcase door of the outboard manoeuvring air compressor be re-examined by 9/67 (12 months) & No.2 Elect. Gen. to be seen under working conditions at Liverpool also to the repaired oilend casting of the Aft O.F. transfer pump being examined by 6/67

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

Contd....

Surveyor to Lloyd's Register of Shipping

(J. MOAR)

Date of Committee **GLASGOW 25 OCT 1966**

Minute

Deferred for comp. ABS
Aut assign TS, CL (P&S) 9/66
(Subject)

ALSO FOR

SPL FOR

TRO BY

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

004642-004645-0214 1/2

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	'P' & 'S'	Good
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?			
Yes			
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	Upper & Lower jacket Good.	37 Lub. oil coolers	
38 Heaters & safety devices including de-aerator (state service)	Lower piston Good.	39 Pressure feed water filters	
40 Auxiliary air receivers & safety devices		41 Starting air pipes	Good
42 Main air receivers & safety devices		44 Oil fuel tanks (not forming part of the hull structure)	Boiler Good.
43 Independent air compressors, coolers & safety devices			
45 Have all evaporators safety valves been tested under steam?	46 Evaporators	47 Distillers	
48 Steering machinery	Stbd. Good	49 Windlass	Good
		50 Machinery spare gear	Good

State
Port P. or
Starboard SIdentify
by
position

AUXILIARY ENGINES

DOCKING

Propeller	Good	Sea connections	Good	Oil gland	-
Fastenings & gratings	Good			Clearance in stern bush (If relined state clearance before & after)	Before P-3/16" S.5/32" Now P-.020" S. .024"
Has screw/tube shaft been drawn?	P&S Good			Date of examining shaft & condition	P&S-2.9.66. Good
Has shaft been changed?	No			Has shaft now fitted been previously used?	-
Has shaft now examined/fitted a continuous liner?	Yes			Approved oil gland	-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now done for Part G.E.

A part G.E. of machinery has now been held, and found to be in efficient condition and warrants favourable consideration. To complete the G.E. - the Holding down bolts & chocks & the pumping arrangements remain to be examined & tested.

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

Ship's Name ~~SS~~/MS "PORT WYNDHAM"

Port Glasgow

Rpt. No. 97370.

and the outboard air compressor LP, MP, piston
being examined and dealt with as necessary by
11/66 as previously recommended and to any
other outstanding condition of class being
dealt with as previously recommended.

Jm



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