

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

14. FEB. 1966

Ship's Name ~~SS/MS~~ "PORT WYNNDHAM"
 LR528271 Port of Registry LONDON Port WELLINGTON, N.Z.
 Gross tons 8702
 Date of build 1-1935 Is there a rpt. 8? No Rpt. No. 11,034
 No. of visits One First date and Last date 21-1-66
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) AUK 12558
 Date of completing rpt. 29-1-66 Surveyed at, if different from Port above NAPIER
 Is a rpt. 9B attached? No MN 1880 Nature of survey CSM & DMG.
 Survey fees CSM £17-10-0 Damage fee £10-10-0 Expenses £19-16-0

16 FEB 1966

S.A. fee

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

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, cross-heads, bearings & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

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)

- 15 Casings, rotors, blading, bearings, & thrusts
- 16 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 CSM with date on completion, subject to inboard crosshead guide (Metalocked 1,66) and entablature (fractured at bottom landing of in-board crankcase door) of the outboard manoeuvring air compressor being re-examined and dealt with as considered necessary upon the vessel's return to the U.K., 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

Minute

Whitehead - check

MONDAY 21 FEB 1966
 Ashrow, subject

[Signature]
 Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation
 FOR CHAIRMAN CLASS. CTTEE.

ALSO FOR	
SPL FOR	
NOTED BY	TRO
CESR	
SRL	✓
POSTING	✓
HEADER	✓
CERT	✓

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

004642-0004645-0250 1/2

50m.2.64 (MADE AND PRINTED IN ENGLAND)

Exhaust steam
turbines (with
20 recip. eng.)

22 Steam
compressors

24 Clutches & hyd-
raulic couplings

26 Steam
re-heaters

28 De-super-
heaters

30 Stop & manoeuv-
ring valves

33 Main engine
driven pumps

21 Thrust blocks
shafts & bearings

23 Intermediate
shafts & bearings

25 Condensers
(main & aux.)

27 Air ejectors
(main & aux.)

29 Forced &/or induced
draught fans

31 Holding down
bolts & chocks

32 Detuner or
vibration damper

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)

36 Essential independent pumps

After P & J cooling pump; Guide cooling
booster pump (sole); Generator S.W. Cooling pump
(sole) ---- ALL GOOD.

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?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers
& safety devices

44 Starting air pipes

45 Main air receivers
& safety devices

46 Independent air compressors
coolers & safety devices

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

48 Have all evaporators safety
valves been tested under steam?

49 Evaporators
HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering
machinery

53 Windlass

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

WEAR & TEAR REPAIRS NOW DONE:-

After P & J Cooling pump - Air pump gudgeon pins and bushes renewed.

Guide cooling booster pump - Shaft, impeller and sealing rings renewed.

Damage to the outboard manoeuvring air compressor alleged to have
been sustained on 14th January, 1966 whilst vessel at anchor at Gis-
borne due to breakage of bottom end bolts.

Now Done:-

Upon examination found the compressor to be completely dis-
mantled and repairs to be either completed or well advanced on the
following damaged components:-

Continued/...©. 2020

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.

Register
Foundation

Ship's Name ~~SS/MS~~ "PORT WYNDHAM"
LR528271Port Wellington,
New Zealand. Rpt. No. 11,034.DAMAGEREPAIRS EFFECTEDBoth bottom end bolts
to be broken.

New bolts made and fitted.

Bottom end bearing
damaged beyond repair.

Replaced by ship's spare bearing.

Crankpin punished.

Satisfactorily dressed up in
place.Counterweight bolts
damaged.Counterweights removed and re-
fitted with four newbolts.

Connecting rod bent.

Heated and straightened, palm
face machined, and rod refitted
with palm liner to give correct
piston clearance.Piston rod slightly bent
and guide shoes punished.Rod straightened and spare guide
shoes fitted to rod.Lower half of inboard
crosshead guide broken off
in two pieces.Broken pieces refitted and secured
by "metallock" process and guide
afterwards dressed in place.Inboard crankcase door
(cast iron) broken beyond
repair.

Renewed in mild steel plate.

In addition to the foregoing, it was found that the entablature was cracked in four places across the face of the inboard crankcase door bottom landing. Time did not allow the recall of the "Metallock" operators who had left the ship, but as the cracks were not of a serious nature and the crankcase door would act as a strongback, they were left to be dealt with upon the vessel's return to the U.K. Considered satisfactory meantime.

NOTE: Arrangements were made for the compressor to be seen working upon completion of assembly, but the undersigned was subsequently informed that assembly was not quite completed at the time of sailing, and that rather than delay the vessel, completion had been left to the ship's engineers.



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