

COPY



LLOYD'S REGISTER OF SHIPPING

No. 11,034

Port WELLINGTON, New Zealand.

Date 29th January, 1966.

This is to Certify that at the request of the Owners, the undersigned attended on board the m.s. "PORT WYNDHAM" 8702 gross tons of LONDON on the 21st January, 1966 whilst the vessel lay afloat at Napier for the purpose of ascertaining the nature and extent of damage to the outboard manoeuvring air compressor alleged to have been sustained due to breakage of the bottom end bolts on the 14th January, 1966 whilst the vessel lay at Anchor at Gisborne.

For further particulars, please see vessel's Log Book.

Upon examination, the undersigned found the compressor to be completely dismantled, and repairs (which were acceptable to the undersigned) to be either completed or well advanced on the following damaged components:-

<u>FOUND</u>	<u>REPAIRS</u>
Both bottom end bolts broken.	New bolts being made.
Bottom end bearing damaged beyond repair.	Replacing by ship's spare.
Crankpin punished.	Satisfactorily dressed up in place.
Counterweight bolts damaged.	New bolts being made.
Connecting rod bent.	Heated and straightened, and palm/.....

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Surveyor to Lloyd's Register of Shipping
(F. E. TURPIE)

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FOUNDREPAIRS

Piston rod slightly bent
and guide shoes punished.

palm face machined.
NOTE: Original slip shims
to be replaced by solid
liner machined to give
correct piston clearance.

Piston rod straightened and
ship's spare guide shoes
fitting to rod.

Lower half of inboard
crosshead guide broken
off in two pieces.

Broken pieces refitted and
secured by "Metallock" pro-
cess, and guide face being
dressed in place.

Inboard crankcase door
(cast iron) broken beyond
repair.

Renewing in mild steel
plate.

In addition to the foregoing, it was found that the entablature was cracked in four places across the bottom landing face of the inboard crankcase door. 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 would be covered by the crankcase door, they were left to be dealt with as considered necessary upon the vessel's return to the United Kingdom.

Arrangements were made by the undersigned for the compressor to be seen working upon completion of repairs, but he 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.

An Interim Certificate has been issued recommending continuance of class, subject to the metallocked inboard crosshead guide, and the fractured entablature being further examined and dealt with as considered necessary upon the vessel's return to the United Kingdom.

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(F. E. TURPIE)
Surveyor to LLOYD'S REGISTER OF
SHIPPING

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Foundation