

25. MAY 1965

Ship's Name ~~SS~~/MS *PORT WYNDHAM* Gross tons  
*LR 528271*

Is there a rpt. 8? Port *LONDON* Rpt. No. *154141*

No. of visits First date Last date

Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? *YES* MN Nature of survey *CSM, ABS, Drydocking, Repairs, Condition of Class.*

Survey fees Damage fee Expenses

S.A. fee

DOCKING

Propellers *P & S Both Good.* Sea connections *\* see overleaf* Oil gland -

Fastenings *Good.* Wear down of stern bush *P. 3/32" S. 5/32"*

Has screw/tube shaft been drawn? *No* Date of examn.

Has shaft been changed? - Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, ~~DONKEY OR PRESS~~ (State if oil fired—OF or exhaust gas—EG) MAIN

*UPPER 12/5/65 (EG) Good.*

Air heaters -

Superheaters -

Safety valves *UPPER - Good*

Mountings, doors and fastenings *UPPER - Good*

Safety valves { Sat -  
adjusted to { Spt -

Boiler securing arrangements *UPPER - Good*

Main economisers -

Exhaust gas heated economisers -

Steam heated steam generators

Steam generator safety valves adjusted to -

Forced circulating pumps -

Funnel *Efficient*

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? -

Were oil burning system & remote controls examined in accordance with rules? *No*

I recommend that the machinery of this ship remain as classed with/without fresh record of

(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

*See Rpt 9A.*

TUESDAY 29 JUN 1965

*D. F. EDWARDS*  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

NOTED BY  
SPL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

004642-004645-0305 1/2

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 subjected 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



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

SEA CONNECTIONS

AT THE OWNER'S REQUEST, EXAMINED AT THIS TIME & FOUND IN GOOD ORDER:  
REFRIGERATING PLANT HIGH & LOW SHIPSIDE SEA SUCTION VALVES

ABS

THE OWNER'S REPRESENTATIVE STATES THAT THE SURVEY WILL BE COMPLETED ON THE VESSEL'S RETURN TO THE U.K. IN SEPTEMBER 1965, AT WHICH TIME ALSO TEST HOLES IN ACCORDANCE WITH 'INSTRUCTIONS PT. 3b 1957 Amendment N°5' WILL BE DRILLED; DUE TO LABOUR DIFFICULTIES THIS COULD NOT BE DONE DURING THE VESSEL'S STAY IN LONDON.

CONDITIONS OF CLASS (continued from Rpt. 9A)

(b) Port Forward Aux. Engine N°4 Entablature (Metalocked 10/64) to be specially examined by 4/65 (6 months).

NOW DONE

METALOCK REPAIR TO N°4 ENTABLATURE EXAMINED & FOUND TO CONTINUE EFFICIENT.

IT IS RECOMMENDED THAT THE PORT FORWARD AUXILIARY ENGINE N°4 ENTABLATURE (METALOCKED 10/64) BE RE-EXAMINED BEFORE THE END OF MAY 1966. Owners advised

(c) Inboard Main Air Compressor M.P. Cooler Body to be renewed by 4/65  
NOTHING DONE AT THIS TIME DUE TO LABOUR DIFFICULTIES

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 be reported above.



Rpt.

(cont.)

Ship's Name SS/MS

PORT WYNDHAM  
LR 528271

Port LONDON

Rpt. No.

154141

CONDITIONS OF CLASS

(C) (Continued from Rept 9B)

NEW REPLACEMENT L.P. AND I.P. COOLER BODIES HAVE BEEN LANDED ABOARD THE VESSEL, AND THE OWNER'S REPRESENTATIVE STATES THAT THEY WILL BE FITTED DURING THE PRESENT VOYAGE TO AUSTRALIA.

REPAIRSTO OUTBOARD AIR COMPRESSOR.

CAST IRON COMBINED LP/MP PISTON FOUND CRACKED, NOW WELDED. THE OWNER'S REPRESENTATIVE STATES THAT A NEW PISTON HAS BEEN ORDERED BUT WILL NOT BE AVAILABLE FOR ANOTHER 6 MONTHS. (NB. ABOVE CRACK IS IN WAY OF PISTON SKIRT).

IN THE CIRCUMSTANCES IT IS RECOMMENDED THAT THE OUTBOARD AIR COMPRESSOR COMBINED LP/MP PISTON BE SPECIALLY EXAMINED & DEALT WITH AS NECESSARY BEFORE THE END OF NOVEMBER 1965.

CONSIDERED EFFICIENT MEANWHILE. OWNERS ADVISED.

† DEFECT.STARBOARD MAIN ENGINE.

Nº1 SIDE (F. & A.) CROSSHEAD PINS EXAMINED AND FOUND TO BE BADLY WORN. SHIP'S SPARE CROSSHEAD FITTED TO AFT SIDE. AFT CROSSHEAD SENT ASHORE, PINS MACHINED, AND CROSSHEAD RETURNED TO VESSEL. DUE TO LACK OF TIME & LABOUR DIFFICULTIES, THIS CROSSHEAD COULD NOT BE FITTED TO THE FORWARD SIDE BEFORE THE VESSEL SAILED OUTWARD. THE OWNER'S REPRESENTATIVE NOW STATES THAT THIS CROSSHEAD WILL BE DEALT WITH DURING THE PRESENT VOYAGE TO AUSTRALIA.

IT IS RECOMMENDED THAT THE STARBOARD MAIN ENGINE Nº1 FORWARD SIDE CROSSHEAD PINS BE SPECIALLY EXAMINED & DEALT WITH AS NECESSARY BEFORE THE END OF NOVEMBER 1965.

CONSIDERED EFFICIENT MEANWHILE. OWNERS ADVISED.

D.F. Edwards  
(D.F. EDWARDS)

SURVEYOR TO LLOYD'S REGISTER  
OF SHIPPING.



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