

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

Received London

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

Ship's Name ~~SS~~MS "STIRLINGSHIRE"
 Gross tons 6987 Port of Registry Glasgow
 Date of build 1945 Is there a rpt. 8? No
 No. of visits 1 First date 15.6.66 Last date 15.6.66
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) HUL 71249
 Date of completing rpt. 16 Surveyed at, if different from Port above
 Is a rpt. 9B attached? No MN 666 Nature of survey Damage
 Survey fees Damage fee £5. 0. 0 Expenses 15/-
 L.R. £1. 1. 0
 Agents £1. 1. 0
 £7. 2. 0
 S.A. fee

Report No. 5/66
 Port Dar es Salaam
 Invoice No. L.L.
 Rpt. No.
 Last date 15.6.66
 HUL 71249
 29 JUN 1966

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 ~~XXX~~ without fresh record of survey subject to repairs being carried out at Tanga or Mombasa to which ports the vessel is now bound.

41. 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

| |
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| ALSO FOR |
| SPL FOR |
| TRO BY |
| SRL |
| POSTING |
| HEADER |
| CERT |

(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
 55pp 8.66
 Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY 15 JUL 1966

Deferred for ABS + TS
 Subject

FOR CHAIRMAN
 GLASN. CTTEE

004887-004892-0137

Write Over - check

- | | | |
|--|-------------------------------------|--------------------------------|
| 20 Exhaust steam turbines (with recip. eng.) | 21 Thrust blocks shafts & bearings | |
| 22 Steam compressors | 23 Intermediate shafts & bearings | |
| 24 Clutches & hydraulic couplings | 25 Condensers (main & aux.) | |
| 26 Steam re-heaters | 27 Air ejectors (main & aux.) | |
| 28 De-superheaters | 29 Forced &/or induced draught fans | |
| 30 Stop & manoeuvring valves | 31 Holding down bolts & chocks | 32 Detuner or vibration damper |
| 33 Main engine driven pumps | | |

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 steam driven main engine circulating water supplementary pump.

- 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

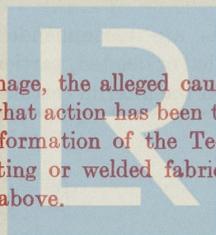
- 51 Fire extinguishing arrangements
- 52 Steering machinery
- 53 Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Crankshaft of steam driven centrifugal pump which augments main engine cooling water was found to have a hair line crack on the big end journal. The crack was in the middle of the journal and extended about 1½" from the oil hole in a circumferential direction. In my opinion this journal had been metal sprayed in the part and the crack appeared to extend only through the sprayed metal. The pump can be run at half speed until a new or repaired crankshaft can be fitted at Mombasa.

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.



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