

Ship's Name ~~XX~~/MS "PHOENICIAN STAR"

Gross tons 4,925 Port of Registry Panama Port Kobe

Date of build 5-1936 Is there a rpt. 8? No Rpt. No. 15688

No. of visits 1 First date and Last date 24-2-1966

Interim Cert. issued & copy herewith? B1-126495 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) KRH 1045

Date of completing rpt. 25-2-1966 Surveyed at, if different from Port above

Is a rpt. 9B attached? No MN Nature of survey Advancement CSM.

Survey fees CSM £15-0-0 Damage fee - Expenses £0-4-0

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 the main engine driven sea water pump being specially examined and dealt with as necessary at Yokohama by the end of 2/66.

ALSO FOR

SPL FOR

NOTED BY CESR

SRL

POSTING

HEADER

CERT

FOR CHAIRMAN CLASSN. CITSE

(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

rm

Surveyor to Lloyd's Register of Shipping

TUESDAY 29 MAR 1966 Kerr

Deferred for pump ABS & comp CSM Subject

Note KRH duty at pres. write Oliver - c.c. YKA - await YKA Rpt.

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

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-super-heaters	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	Fresh water) Good Lub. oil			

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)		
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36 Essential independent pumps

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?		
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39	Fresh water coolers	40	Lub. oil coolers		
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41	Heaters (state service)	42	Feed water filters		
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43	Auxiliary air receivers & safety devices	44	Starting air pipes		
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45	Main air receivers & safety devices				
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46	Independent air compressors coolers & safety devices				
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47	Oil fuel tanks (not forming part of the hull structure)				
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48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
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51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass
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AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear and Tear Repairs.

Main engine driven fresh water pump:-

Bucket liner heavily worn and scored, piston scored, suction and discharge valves discs worn.

The liner has been replaced by the ship's spare, piston built up by bronze welding, valve discs machined and valve plates renewed.

Main engine driven lub. oil pump:-

Discharge valve discs and plates worn, discs machined and plates renewed.

- cont'd -

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.

Rpt. 9A (cont.)

Ship's Name ~~SS~~/MS "PHOENICIAN STAR"

Port Kobe

Rpt. No. 15688

It was stated by the Chief Engineer that the main engine driven sea water pump was not in working order, the ballast pump being used meantime for main engine cooling.

No time was available at this port for examination of the sea water pump.

The Chief Engineer stated the sea water pump would be dealt with at Yokohama on the present coastal passage.

It is submitted that the main engine driven, sea water pump be specially examined and dealt with as necessary at Yokohama by end of 2/66.

N. Kerr

Surveyor to Lloyd's Register
N. Kerr

NK/rm

