

Ship's Name ~~SS/MS~~ "METROPOLITAN" Gross tons 5128

Is there a rpt. 8? Yes Port KOBE Rpt. No. 12407

No. of visits 5 First date 5th Jan. 1964 Last date 11th Jan., 1964

Interim Cert. issued Yes, Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 21st Jan., 1964 Surveyed at, if different from Port above Mukaishima

Is a rpt. 9B attached? Yes MN Nature of survey CSM, ABS & TS N (CL) and Damage Repairs

Survey fees £ 15-0-0 Damage fee £ 10-0-0 Expenses £ 10-0-0
CSM 24-0-0
ABS 10-10-0
TS 5-0-0
M/T Rep. & SRL
S.A. fee £ 8-0-0

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

- 1 Cyls., ~~xxxxxx~~ pistons & rods No. 3 Good
- 2 Valves & gears No. 3 Good
- 3 ~~xxxxxx~~ guides centre No. 3 Good 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 & top ends
- 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 & top ends
- 13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts 15 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) when the survey has been completed and ABS 1,64 and TS N (CL) 1,64 without condition of class regarding propeller and M.E. No. 3 cylinder liner but any outstanding condition 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

THURSDAY 2 APR 1964

Minute

FRIDAY 3 APR 1964
As now without special
TS (N) 1. 64
ABS 1. 64

010012-610023-0251

ALSO FOR

SPL FOR

TRO

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 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



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	Fresh water cooling pump, Good			

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

Independent fresh water cooling pump (p.s.), 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.

S.R.L. (No. 211): (1) Drydockong (grounding) propeller and outside fastenings to be specially examined at the next dry docking.
 (2) M.E. No. 3 cylinder liner repaired by (Metalock 9,63) to be specially examined and dealt with as found necessary, Japan end of October, 1963 at latest.

Now Done: (1) Propeller specially examined at this time and found two blades slightly missing at the tips, which was considered remain to be efficient, and also outside fastenings specially examined and found no defects.

(2) M.E. No. 3 cylinder liner replaced with ship's spare.

Identification marks are as follows:-

LLOYD'S SLD TESTED 100 LBS FB

It is recommended that the above two items be deleted from S.R.L.

Repairs due to Wear and Tear: M.E. No. 3 top piston found cracks in way of piston ring landing, end also bottom piston replaced with ship's spare.

Marks are as follows:-

Top piston	Bottom piston
LLOYD'S TEST SLD 100 LBS	LLOYD'S TEST KOB SLD 100 LBS
RWS 10/12/62	RWS 3/10/63

(Continued to 9B/-)

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.

