

Ship's Name ~~SS/~~ " OAK HILL " Gross tons 7139
Is there a rpt. 8? no Port Le Havre Rpt. No. 10654
No. of visits three First date 4-4-64 Last date 7/4/64
Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only)
Date of completing rpt. 8/4/64 Surveyed at, if different from Port above
Is a rpt. 9B attached? no MN Nature of survey machinery damage
Survey fees Damage fee 80 Frs Expenses 15 Frs

S.A. fee 80 Frs

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

- | | | |
|---|-------------------------------------|------|
| 1 | Cyls., covers, pistons & rods | |
| 2 | Valves & gears | |
| 3 | Con. rods, top ends & 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 & 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)

- | | | | |
|----|--|----|---------------|
| 15 | Casings, rotors, blading, bearings & thrusts | 16 | |
| 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.

(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 **MONDAY 27 APR 1964**Minute *As now*
*MBS 3.64**James S. Cook*
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

NOTED BY

CESR *Mc*

SRL

POSTING

HEADEN

CERT

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings	
Steam compressors	22	Intermediate	23	shafts & bearings	
Clutches & hydraulic couplings	24	Condensers	25	(main & aux.)	
Steam re-heaters	26	Air ejectors	27	(main & aux.)	
De-superheaters	28	Forced &/or induced draught fans	29		
Stop & manoeuvring valves	30	Holding down bolts & chocks	31		
Main engine driven pumps	33			Detuner or vibration damper	32
Crankcase doors & explosion relief devices	34			Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35

State
Port P. or
Starboard S.

36 Essential independent pumps

Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38		
Fresh water coolers	39	Lub. oil coolers	40		
Heaters (state service)	41	Feed water filters	42		
Auxiliary air receivers & safety devices	43	Starting air pipes	44		
Main air receivers & safety devices	45				
Independent air compressors coolers & safety devices	46				
Oil fuel tanks (not forming part of the hull structure)	47				
Have all evaporators safety valves been tested under steam?	48	Evaporators	49	HP & LP	50 Distillers
Fire extinguishing arrangements	51	Steering	52	machinery	53 Windlass

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage to main engine H.P. piston rod and gland packing stated occurred on 4th April 1964, whilst vessel on passage from le Havre to Havana.

It was stated that the piston rod overheated, and the vessel returned to Le Havre.

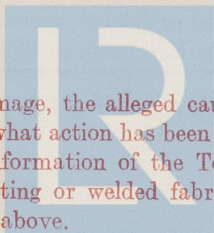
Damage found : Rod scored. Upper and lower packing ring segments heavily scored and cracked.

Now done : Rod removed ashore and score marks machined off.

Diameter according to drawing 177.8 mm. Present diameter 175.3 mm. Packing ring segments and springs renewed.

All assembled, short trial carried out, and repair found good.

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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