

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

21 JUL 1966

Ship's Name **SE/MS** "CLUTHA RIVER".Port **FALMOUTH.**Processing
Number: LR **507628.**Gross tons **12,323.**Rpt. No. **14896.**Port of Registry **LONDON.**Date of build **6,1952.**Is there a rpt. 8? **Yes.**No. of visits **9.**First date **4.7.66.**Last date **12.7.66.**Interim Cert. Issued
& copy herewith? **Yes.**Damage rpt. Issued
and copy herewith? **No.**

Last rpt. (H.Q. only)

Date of
completing rpt. **15.7.66.**

Surveyed at, if different from Port above

Is a rpt. 9B
attached? **Yes.**MN **1520**Nature of survey **DS.ABS.TS. & CSM.**

Survey fees

ABS. £22.0.0.

CSM. £ 4.0.0.

Damage fee

£28.0.0.

Expenses

£1.10.0.

S.A. fee £11.11.0.

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

1 Cyls., covers, pistons,
rods, valves & gears2 Con. rods, crossheads,
bearings & guides Side3 Crankpins
(incl. eccentrics)
& bearings Side4 Crankshaft journals
& bearings Centre5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods7 Con. rods, crossheads,
bearings & guides8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusters & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits.

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/without fresh record of **ABS 7,66, TS. CL7,66** and CSM (with date) on completion, but subject to the intermediate shaft aft coupling (repaired 7,66) being re-examined and dealt with by 7,67 (12 months' limit), subject also to main engine Nos. 3 & 5 main bearing pockets (cracks) being re-examined and dealt with as necessary by 7,67.

(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

Surveyor to Lloyd's Register of Shipping

TUESDAY 20 SEP 1966

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

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". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

- | | | |
|---|-------------------------------------|-------------------------|
| 17 Pinions & wheels | 18 Shafts, bearings & couplings | Main
† satisfactory. |
| 19 Exhaust steam turbines (with recip. eng.) | 20 Thrust blocks, shafts & bearings | |
| 21 M.E. steam compressors | 22 Intermediate shafts & bearings | |
| 23 Clutches & hydraulic couplings | 24 Steam re-heaters | |
| 25 De-superheaters | 26 Forced &/or induced draught fans | |
| 27 Stop & manoeuvring valves | 28 Holding down bolts & chocks | |
| 29 Main engine driven pumps (including fuel injection) | | |
| 30 Condensers (main & aux.) | 31 Air ejectors (main & aux.) | |
| 32 Have main engines been examined working & manoeuvring? | | |
| 33 Essential independent pumps | | |

State
Port P. or
Starboard S.

Forward steam driven feed. Good.

- | | |
|--|--|
| 34 Bilge, ballast & oil fuel suction lines, fittings & controls | 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? |
| 36 Fresh water coolers | 37 Lub. oil coolers |
| 38 Heaters & safety devices including de-aerator (state service) | 39 Pressure feed water filters |
| 40 Auxiliary air receivers & safety devices | 41 Starting air pipes |
| 42 Main air receivers & safety devices | |
| 43 Independent air compressors, coolers & safety devices | 44 Oil fuel tanks (not forming part of the hull structure) |
| 45 Have all evaporators safety valves been tested under steam? | 46 Evaporators |
| 48 Steering machinery | 49 Windlass |
| | 50 Machinery spare gear |

Identify
by
position

AUXILIARY ENGINES

DOCKING

- | | | | | | |
|--|-------|-----------------|---|---|-------------------------------|
| Propeller | Good. | Sea connections | - | Oil gland | - |
| Fastenings & gratings | Good. | | | Clearance in stern bush (if relined state clearance before & after) | previously 3/16" after 1/16". |
| Has screw/tube shaft been drawn? | Yes. | | | Date of examining shaft & condition | 10.7.66. Good. |
| Has shaft been changed? | Yes. | | | Has shaft now fitted been previously used? | Yes. |
| Has shaft now examined/checked a continuous liner? | Yes. | | | Approved oil gland | No. |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. DAMAGE stated due to heavy weather during period April/June, 1966.

FOUND (All coupling bolts slack on screwshaft coupling, five fractures in screwshaft coupling running into body of shaft and numerous other fractures running from bolt holes to coupling perimeter. Four local hairline fractures in aft coupling of intermediate shaft joining screwshaft. State whether continuation sheet attached Yes.

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 for 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.