

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 **SS/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 & gears

2 Con. rods, crossheads, bearings & guides Side

3 Crankpins (incl. eccentrics) & bearings Centre Side

4 Crankshaft journals & bearings Centre

5 Detuner or vibration damper

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

6 Cyls., covers, pistons & rods

7 Con. rods, crossheads, bearings & guides

8 Crankpins & bearings

9 Journals & bearings

10 Levers, links & bearings

11 Coolers & safety devices

12 Scavenge blowers & superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors, blading, bearings, thrusts & 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

Asnow, subject TS 766 ABS 766

TUESDAY 20 SEP 1966

Surveyor for Lloyd's Register of Shipping

E. HONEY

A. C. Somell

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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 thereon should 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

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MAIN REDUCTION GEARING

17 Pinions & wheels

18 Shafts, bearings & couplings

Main

19 Exhaust steam turbines (with recip. eng.)

20 Thrust blocks, shafts & bearings

21 M.E. steam compressors

22 Intermediate shafts & bearings

† satisfactory.

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?

State Port P. or Starboard S.

33 Essential independent pumps 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

47 Distillers

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 ~~and~~ 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.

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