

Rpt. 9A

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

Received London

6 JUN. 1967

Ship's Name ~~SS~~/MS "AUSTRALIAN PROGRESS" Port NEWCASTLE. N.S.W.

Processing Number: LR 523831 Gross tons 10186 Rpt. No. 9171

Port of Registry Melbourne Date of build 1960 Is there a rpt. 8? Yes

No. of visits 4 First date 11-4-67 Last date 24-4-67

Interim Cert. issued & copy herewith? Yes Damage rpt. issued and copy herewith? Last rpt. (H.Q. only) A02 8239

Date of completing rpt. 24-5-67 Surveyed at, if different from Port above

Is a rpt. 9B attached? No MN Nature of survey Adv. C.S.M.

Survey fees C.S.M. Damage fee Expenses \$4:00

\$90:00 *gr*

S.A. fee \$14:00

MAIN ENGINES, ~~XXX~~ STEAM ~~XX~~ (State Port—P or Starboard—S)

1 Cyls., covers, pistons, rods, valves, including rotary valves, & gears

2 Con.rods, crossheads, bearings & guides Side

3 Crankpins (incl. eccentrics) & bearings Side

4 Crankshaft journals & bearings

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 ~~with~~ fresh record of C.S.M. (with date) when the survey is completed.

(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

R. C. Pattinson
R. C. PATTINSON
Surveyor to Lloyd's Register of Shipping

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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, if the survey part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

fore that date a distinguishing mark thus should be inserted in the item and the circumstances and action taken or recommended described fully under "Defects and Repairs". At part or complete Special Surveys those items

The condition of any item is to be described as "good" only when it has been examined, found to be in good condition, and is considered acceptable until the due date of the next Periodical Examination. Where re-examination or repairs should be made be-

MAIN REDUCTION GEARING

17	Pinions / / / / wheels	H.P. & L.P. Good	18	Shafts, bearings & couplings	H.P. & L.P. Good
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 / / / / draught fans	Port and Starboard Good
27	Stop & manœuvring valves		28	Holding down bolts & chocks	
29	Main engine driven pumps (including fuel injection)				
30	Condensers (main & aux.)	Good	31	Air ejectors (main & aux.)	
32	Have main engines been examined working & manœuvring?			De Aerator	Good

State Port P. or Starboard S.

33 Essential independent pumps Main Circulating Pump, Port Main Condensate Pump, Forward Drain Tank Pump, Lower Fuel Oil Transfer Pump.

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		44	Oil fuel tanks (not forming part of the hull structure)	
43	Independent air compressors, coolers & safety devices		45	Have all evaporators safety valves been tested under steam?	
46	Evaporators		47	Distillers	
48	Steering machinery	Both Good	49	Windlass	Good
			50	Machinery spare gear	

Identify by position

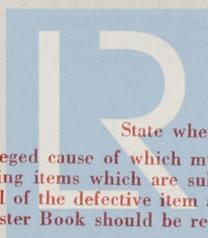
AUXILIARY ENGINES

DOCKING

Propeller	Good	Sea connections	-	Oil gland	-
Fastenings & gratings	Good	Clearance in stern bush (if relined state clearance before & after)			5/32"
Has screw/ type shaft been drawn?	No	Date of examining shaft & condition			-
Has shaft been changed?	No	Has shaft now fitted been previously used?			-
Has shaft now examined/fitted a continuous liner? -		Approved oil gland			-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See Attached Sheet.

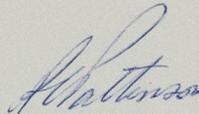


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The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State 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.

State whether continuation sheet attached Yes
 Register Foundation

It was stated by the Owners Representative that difficulty was experienced with the Steering Engine Pumps. It was stated that one pump would not operate the system and two pumps had to be used. Two Pressure Diaphragm Valves recommended by the Steering Gear Manufacturers were fitted into the oil lines. The Steering Engine Pumps were tested separately alongside the wharf and at full power at sea and found to be operating satisfactorily.



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