

pt. 9B

REPORT OF **MACHINERY SURVEYS AND REPAIRS**  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London  
2 DEC 1964

Ship's Name **SS/MS "MOBIL PROGRESS"** (now named "AUSTRALIAN PROGRESS")

Gross tons 10186 Port of Registry **Melbourne** Port **Nagasaki**

Date of build 1960 Is there a rpt. 8? **Yes** Rpt. No. 1321

No. of visits 10 First date 19.10.64 Last date 28.12.64

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) -

Date of completing rpt. 6.12.64 Surveyed at, if different from Port above **Sasebo**

Is a rpt. 9A attached? **Yes** MN 1200 Nature of survey **TS, MBS, Electrical Equipment**

Survey fees  
TS(CL) £10-10s + 20% = £12-12-0  
MBS £48-0s + 20% = £57-12-0  
Elect. £72-0s + 20% = £86-8-0  
Repair £15-0s  
Expenses £3-4s

S.A. fee -

**DOCKING**

Propeller **Good** Sea connections **Good**

Fastenings **Good** Wear down of stern bush (if relined, state clearance before and after) **3.2 mm**

Has screw ~~xxxx~~ shaft been down? **Yes** Date of examn. 26.10.64

Has shaft been changed? **No** Has shaft now fitted been previously used? -

Has shaft now examined/fitted a continuous liner? **Yes** Approved oil gland? -

**OILERS OPENED UP AND EXAMINED.** (Identify by position and state latest date of internal examination of each boiler.)  
~~xxxxxx, xxxxx, xxxxx~~ (State if oil fired—OF or exhaust gas—EG) **MAIN Port & starboard**  
(Boiler flat, aft centre): 19.10.64: **Good**

Air heaters	Good
Superheaters	Good
Safety valves	Good
Mountings, doors and fastenings	Good
Safety valves { Sat adjusted to { Spt	565 lb/in <sup>2</sup>
Boiler securing arrangements	484 lb/in <sup>2</sup>

Exhaust gas heated economisers and their safety valves -  
Steam generator safety valves adjusted to 177 lb/in<sup>2</sup>

main economisers **Good**  
Steam heated steam generators **Good**  
Forced circulating pumps **All good**  
Have saturated steam pipes in cylindrical boiler  
oke boxes been examined as required by the Rules? -

Funnel **Good**  
Were oil burning system & remote controls examined in accordance with rules? **Yes, Good**

We **should be and**  
I recommend that the machinery of this ship ~~xxxxxx~~ classed with ~~xxxxxx~~  
the following survey records of TS(CL) 12.64, MBS 12.64, SGS (12.64) & SPS (12.64).

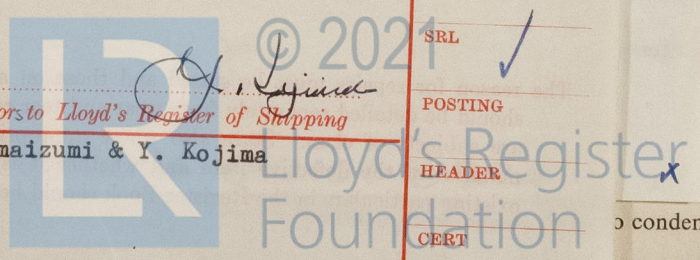
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Surveyors to Lloyd's Register of Shipping  
**A. Imaizumi & Y. Kojima**

ere conditions of class are recommended to  
t be retained, imposed, amended or deleted, particulars  
tems to be stated above and on the interim certificate.)  
Depts of Committee

See Rpt 4a

the H.P. ~~xxxx~~ turbines? **No** If so, state pressure and temperature of steam on entering rebo



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# EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY Seamless Steel: tested by 1150 lb/in<sup>2</sup>: Good  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested? -

Were selected copper pipes annealed? None

## ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	1188
a Generators		l Generators & governors	Good
b Exciters		m Motors	Good
c Air coolers		n Switchboards & fittings	Good
d Motors		o Circuit breakers	Good
e Air coolers		p Cables	Good
f Control gear cables, etc.		q Insulation resistance	Good
g Insulation resistance		r Steering gear generators & motors	Good
h Insulating oil test		s Navigation light indicators	Good
i Overspeed governors			
j Magnetic couplings			
k Air gap			

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

### Repairs wear & tear:

S.W. cooling discharge valve seats (BC) (Sluice type) badly corroded at valve seat landing which has now been built up by E.W. stress relieved in way, new seats (BC) fitted, valve chest hydraulic tested and found in order.

General service pump sea suction valve chest and refrigerating machine cooling sea suction valve chests badly corroded, now renewed (W.T.P. 5 kg/cm<sup>2</sup>).

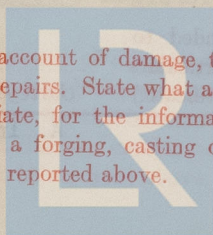
Other minor repairs effected.

**NOTE:** The machinery was surveyed in accordance with the requirement of Chapter C, Section 11, of the Regulations and Secretary's letters dated 8th October 1964 and found all recommendations have been carried out satisfactorily and/or conformed to the rule requirements.

**NOTE:** Now named - "AUSTRALIAN PROGRESS"

Port of Registry - Melbourne

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be stated, 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 Department, material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations to existing particulars in the Register Book should be reported above.



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Lloyd's Register  
Foundation

If ship is in

Are ahead of

the H.P. &