

Rpt. 9B

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

Received London

26. SEP. 1966

Ship's Name SS/MS	"LUCKY" Ex. "INCHCASTLE"		Port	Taipei
Processing Number: LR	516002	Gross tons	5,622	Rpt. No. 66321
Port of Registry	Hongkong	Date of build		Is there a rpt. 8? No
No. of visits		First date		Last date
Interim Cert. issued & copy herewith?		Damage rpt. issued & copy herewith?		Last rpt. (H. Q. only)
Date of completing rpt.		Surveyed at, if different from Port above	Kaohsiung	
Is a rpt. 9A attached?	Yes	MN	Nature of survey	MBS, Comm. of ES and Condition of Class
Survey fees		Damage fee		Expenses
				S.A. fee

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS	(State if oil fired—OF or exhaust gas—EG)	MAIN	Port	26-7-66 (O.F.)	Good
			Starbd	1-8-66 (O.F.)	Good
Air heaters	-				
Superheaters		Both		good	
Safety valves		Both		Good	
Mountings, doors and fastenings		Both		good	
Safety valves adjusted to	Sat			220 lb/sq.in.	
	Spt			215 lb/sq.in.	
Boiler securing arrangements		Both		good	
Main economisers	-	Exhaust gas heated economisers and their safety valves			-
Steam heated steam generators	-	Steam generator or E.G.E. safety valves adjusted to			-
Fired boiler forced circulating pumps	-	Funnel			Efficient
Have saturated steam pipes in cylindrical boiler		Were oil burning system & remote controls examined in accordance with Rules?			Yes
smoke boxes been examined as required by the Rules?	Yes, good				

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 only 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

See 9A.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

H.S.M. Tan
(H.S.M. Tan)
Non-Exclusive Surveyor to Lloyd's Register of Shipping

Date of Committee MONDAY 24 OCT 1966
Minute

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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 thus 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 these 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

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN

AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION
(State Port—P, or Starboard—S)

AUXILIARY

Total kW
or kVA

Total kW or kVA

a Generators

l Generators
& governors

b Exciters

c Air coolers

m Motors

d Motors

n Switchboards
& fittings

e Air coolers

f Control gear
cables, etc.

o Circuit breakers

g Insulation
resistance

p Cables

h Insulating
oil test

q Insulation
resistance

i Overspeed
governors

r Steering gear
generators & motors

i Magnetic
couplings

s Navigation light
indicators

k Air gap

l Spare gear

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,
the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear & Tear Repairs:

Port boiler examined to its entirety with desuperheater and superheater removed,
hydro-tested, repacked, rejointed, refitted and re-tested on completion.

Stbd boiler examined to its entirety and hydro-tested with superheater coils
(6 pcs. in inboard combustion chamber back end) renewed also 62 pcs. plain tube
and 1 pc. stay tube renewed. Pressure gauge renewed.

Condition of Class:

S.R.L. No.256:-

"The desuperheater coils of port and stbd boilers being specially examined
and dealt with before the end of June, 1966".

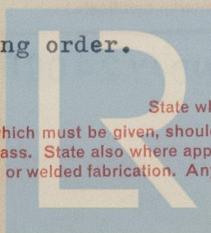
Now Done:

Both port and stbd desuperheater coils removed, satisfactorily tested then
repacked, rejointed and refitted in order.

It is recommended that the condition regarding these desuperheater coils be
removed.

Note: The centre boiler is still not in working order.

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 be reported above.



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