

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

Safety valves

Mountings, doors
and fastenings

Safety valves
adjusted to { Sat
Spt

Boiler securing
arrangements

Main economisers

Steam heated
steam generators

Fired boiler forced
circulating pumps

Both good

Both Good

Both good

220 lb/sq.in.

215 lb/sq.in.

Both good

Exhaust gas heated economisers
and their safety valves

Steam generator or
E.G.E. safety valves adjusted to

Funnel

Efficient

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?

Yes, good

Were oil burning system &
remote controls examined
in accordance with Rules?

Yes

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.)

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 hydraulic-
ally 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		
e	Air coolers	n	Switchboards & fittings
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
j	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, rejoined, 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, rejoined 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.