

Ship's Name **SS/MS "CUTRAL CO"** (LR508315)

Gross tons 12,712

Is there a rpt. 8?

No

Port Galveston

Rpt. No. 7999

No. of visits

One

First date

and

Last date 1-4-65

Interim Cert. issued
& copy herewith?

Yes

Damage rpt. issued
& copy herewith?

-

Last rpt. (H.Q. only)

BAS. 37424

Date of
completing rpt.

15-4-65

Surveyed at, if different from Port above

Baytown, Texas

Is a rpt. 9B
attached?

No

MN

Nature of survey

Exam. of Turbo Super-
charger

Survey fees

\$50.00

Damage fee

-

Expenses

\$8.00

S.A. fee

-

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings16 MAIN TURBINES (State Port—P or Starboard—S)
Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers As stated overleaf

I recommend that the machinery of this ship remain as classed with/without fresh record of

survey, subject to the Main Engine No. 5 Turbo Supercharger rotor shaft and after bearing being specially examined and dealt with as found necessary on vessel's arrival at Buenos Aires at end of present voyage.

ALSO FOR

SPL FOR

NOTED BY
CESRMG
SRL

POSTING

HEADER

CERT

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

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

As low. subject.

BAS.

Write

ABS overleaf.

At part or complete Special Surveys those items 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. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

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 repairs have been effected or it is

20 Exhaust steam turbines (with recip. eng.)	21 Thrust blocks shafts & bearings		State Port P. or Starboard S.
22 Steam compressors	23 Intermediate shafts & bearings		
24 Clutches & hydraulic couplings	25 Condensers (main & aux.)		
26 Steam re-heaters	27 Air ejectors (main & aux.)		
28 De-superheaters	29 Forced &/or induced draught fans		
30 Stop & manoeuvring valves	31 Holding down bolts & chocks	32 Detuner or vibration damper	
33 Main engine driven pumps			
34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		
36 Essential independent pumps			
	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
37 Bilge, ballast & oil fuel suction lines, fittings & controls		40 Lub. oil coolers	Identify by position
39 Fresh water coolers		42 Feed water filters	
41 Heaters (state service)		44 Starting air pipes	
43 Auxiliary air receivers & safety devices			
45 Main air receivers & safety devices			
46 Independent air compressors coolers & safety devices			
47 Oil fuel tanks (not forming part of the hull structure)			
48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers	
51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass	

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Examination of No. 5 Main Engine Turbo Supercharger request due to reported excessive wear on the after bearing of the rotor shaft.
 Indicator guage readings of the shaft and it was noted that the extension piece at the after end of the rotor shaft, for attachment of the bearing lubricating oil pump was slightly out of truth.
 The Chief Engineer stated that no vibration was noted in the supercharger, but only excessive wear in the bearing.

Repairs Now Done

After ball bearing of the No. 5 Turbo Supercharger renewed.
 The Chief Engineer requested that repairs to the rotor be deferred until vessel's arrival at Buenos Aires, to which port the vessel is now proceeding and where necessary spares are available in case of need.

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 also be reported above.