

Rpt. 9A

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

Received London

10. JAN. 1967

Ship's Name ~~SS~~MS "RAPHAEL"

Port GENOA

Processing
Number: LR 650291

Gross tons 31133

Rpt. No.

32288

Port of Registry NOVOROSSISK

Date of build 5/1965

Is there a rpt. 8? no

No. of visits 1

First date &

Last date 27/12/66

Interim Cert. issued
& copy herewith? yesDamage rpt. issued
and copy herewith? no

Last rpt. (H.Q. only) GEN 30992

Date of
completing rpt. 28/12/66

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? no

MN 3800

Nature of survey DAMAGE

Survey fees

Damage fee

Expenses = Lit. 620
R.T. = " 745

S.A. fee ✓

- Dge (m) = Lit. 18000

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

1 Cyls., covers, pistons,
rods, valves & gears2 Con. rods, crossheads,
bearings & guides Side3 Crankpins
(incl. eccentrics)
& bearings Side4 Crankshaft journals
& bearings5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods7 Con. rods, crossheads,
bearings & guides8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 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 ~~XX~~ without fresh record of survey, subject to M.E. camshaft drive gearing teeth being specially examined and dealt with as found necessary before the end of December, 1967 (12 mpths' limit) and subject to any other conditions at present attached to the vessel's class being dealt with as previously recommended.

(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

(B. S. THOMPSON)
Surveyor to Lloyd's Register of Shipping

MONDAY - 6 FEB 1967

As now subject

write Onn

FOR CHAIRMAN
CLASSN. CTTEE

Rbnote 73 (4)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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 must 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 those 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

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings
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 &/or induced draught fans
27 Stop & manoeuvring valves	28 Holding down bolts & chocks
29 Main engine driven pumps (including fuel injection)	
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)
32 Have main engines been examined working & manoeuvring?	

State
Port P. or
Starboard S.

33 Essential independent pumps

34 Bilge, ballast & oil fuel suction lines, fittings & controls

36 Fresh water coolers

38 Heaters & safety devices including de-aerator (state service)

40 Auxiliary air receivers & safety devices

42 Main air receivers & safety devices

43 Independent air compressors, coolers & safety devices

45 Have all evaporators safety valves been tested under steam?

48 Steering machinery

35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

37 Lub. oil coolers

39 Pressure feed water filters

41 Starting air pipes

44 Oil fuel tanks (not forming part of the hull structure)

47 Distillers

50 Machinery spare gear

AUXILIARY ENGINES

Identify
by
position

DOCKING

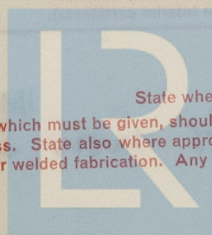
Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (if relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner?		Approved oil gland

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See contd. Sheet No. 2.

State whether continuation sheet attached yes

The reason for repairs must be stated and those on account of damage, the alleged cause of 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.



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Register
Foundation

Ship's Name SS/MS "RAPHAEL"

Port GENOA

Rpt. No.

32288

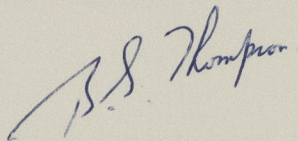
M.E. fuel pump drive gearing.

At request of C/E of vessel attended on board to examine teeth of M.E. fuel pump drive gearing.

On crankshaft gear wheel severe general pitting was visible on approx. 10 teeth. (Teeth in random positions on gear rim). On these teeth the area of pitting extended over the after half length of the ahead face. The bands being about 15mm. wide, mainly toward the root of the teeth. Many local pits about 1mm. deep were also present. Areas of light pitting were also present on most other teeth. Light pitting had also occurred on several teeth of intermediate and camshaft gears. Nothing done at this time.

RECOMMENDATION.

It is recommended that the M.E. camshaft drive gearing teeth be specially examined and dealt with as found necessary before the end of December 1967 (12 months' limit) meantime remaining efficient.



(B.S. THOMPSON)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



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