

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

1 FEB 1965

Ship's Name ~~MS~~ MS CHARCREST

LR 641815

Gross tons 465

Port of Registry LONDON

Port LONDON

Date of build 1964

Is there a rpt. 8? YES

Rpt. No. 153347

No. of visits 4

First date 12-1-65

Last date 18-1-65

Interim Cert. issued & copy herewith? YES

Damage rpt. issued & copy herewith? NO

Last rpt. (H.Q. only)

Date of completing rpt. 22-1-65

Surveyed at, if different from Port above -

Is a rpt. 9B attached? YES

MN 120

Nature of survey DRYDOCKING CONDITIONS OF CLASS (a)(b)&(c) MAIN ENGINE SHAFTING MODIFICATIONS.

Survey fees

Damage fee -

Expenses £ 0-12-0

£ 12-0-0.

24 28 JAN 1965

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, cross-heads, bearings & 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 & rods

7 Con. rods, cross-heads & bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

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

11 Cyls., covers, pistons & rods

12 Con. rods, cross-heads & bearings

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~/without fresh record of SURVEY AND WITHOUT SPECIAL CONDITION IN RESPECT OF (a) A SWITCHFUSE BEING FITTED BETWEEN BATTERIES AND THE "KEEPALITE" UNIT, (b) ALL M.K. FUSE UNITS ON VESSEL BEING REPLACED BY AN APPROVED TYPE AND (c) THE 15 AMP SOCKET OUTLET FOR THE RADIO TELEPHONE BEING CHANGED TO A 15 AMP SOCKET OUTLET BUT SUBJECT TO ANY OUTSTANDING CONDITIONS OF CLASS BEING DEALT WITH AS PREVIOUSLY RECOMMENDED.

ALSO FOR

SPL FOR

TRO

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

See F.E.

012786-012791-0133 1/2

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 should 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



Lloyd's Register Foundation

Exhaust steam
turbines (with
20 recip. eng.)

Steam
22 compressors

Clutches & hyd-
24 raulic couplings

Steam
26 re-heaters

De-super-
28 heaters

Stop & manoeuv-
30 ring valves

Main engine
33 driven pumps

Thrust blocks
21 shafts & bearings

Intermediate
23 shafts & bearings

Condensers
25 (main & aux.)

Air ejectors
27 (main & aux.)

Forced &/or induced
29 draught fans

Holding down
31 bolts & chocks

Detuner or
32 vibration damper

Crankcase doors &
34 explosion relief devices

36 Essential independent pumps

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

39 Fresh water coolers

41 Heaters (state service)

Auxiliary air receivers
43 & safety devices

Main air receivers
45 & safety devices

Independent air compressors
46 coolers & safety devices

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

Have all evaporators safety
48 valves been tested under steam?

51 Fire extinguishing arrangements

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

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

Evaporators
49 HP & LP

50 Distillers

Steering
52 machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

CONDITION OF CLASS (a)

"SUBJECT TO A SWITCHFUSE BEING FITTED BETWEEN BATTERIES AND THE "KEEPALITE" UNIT."
NOW DONE ; APPROVED SWITCHFUSE NOW FITTED BETWEEN BATTERIES AND THE "KEEPALITE" UNIT.

CONDITION OF CLASS (b)

"SUBJECT TO ALL M.K. FUSES ON VESSEL BEING REPLACED BY AN APPROVED TYPE "12 THERMO GEA VESSEL"
NOW DONE ; ALL M.K. FUSES WERE REPLACED BY AN APPROVED TYPE AT THIS TIME.

CONDITION OF CLASS (c)

"SUBJECT TO THE 5 AMP SOCKET OUTLET OF THE RADIO TELEPHONE BEING CHANGED TO A 15 AMP
SOCKET OUTLET."
NOW DONE ; THE 5 AMP SOCKET OUTLET WAS REPLACED WITH A 15 AMP SOCKET OUTLET AT THIS
TIME.

IT IS RECOMMENDED THE CONDITIONS OF CLASS (a)(b) AND (c) IN RESPECT OF THE ABOVE ITEMS
CAN NOW BE DELETED.

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.

State
Port P. or
Starboard S.

Identify
by
position

Rpt. 9A (cont.)

Ship's Name ~~SS~~/MS CHARCREST

Port LONDON.

Rpt. No. 153347

MAIN ENGINE SHAFTING MODIFICATION.

AT THIS TIME THE OWNERS FITTED A HYDRAULICALLY OPERATED BRAKE AT THE GEARBOX OUTPUT SHAFT/INTERMEDIATE SHAFT COUPLING.

THE BRAKE GEAR IS SO ARRANGED THAT IT IS OPERATED WHEN THE GEAR BOX CLUTCHES ARE IN THE NEUTRAL POSITION.

ON COMPLETION OF ASSEMBLY THE MAIN ENGINES WERE TESTED WORKING AND MANOEUVRING AND THE BRAKE GEAR WAS FOUND TO OPERATE SATISFACTORILY.

