

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS**

(ENGINES AND AUXILIARIES)

Received London

29. MAR. 1965

HP Ship's Name ~~SS~~/MS "PROODOS"
LR 540810

Gross tons 7106

Is there a rpt. 8? yes

Port Rotterdam

Rpt. No. 60184

No. of visits 5

First date 29-9-64

Last date 30-9-64

Interim Cert. issued
& copy herewith? noDamage rpt. issued
& copy herewith? no

Last rpt. (H.Q. only)

Date of
completing rpt. 19-3-65

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? yes

MN 500

Nature of survey Damage Survey

Survey fees ~~no fee charged~~ Damage fee

Expenses

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 &
bearings

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

16 Casings, rotors,
blading, bearings,
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

~~Examine and mark the machinery of this ship, and make a class with it, in the next periodical examination.~~

For the information of the Committee.

(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

E.M. Dudock

Surveyor to Lloyd's Register of Shipping

MONDAY 24 MAY 1965
Noted.Lloyd's Register
Foundation

013750-013759-0217 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 subject 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

ALSO FOR

SPL FOR

POSTING

HEADER

CERT

20 Exhaust steam turbines (with recip. eng.)	21 Thrust blocks shafts & bearings		
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			
37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39 Fresh water coolers	40 Lub. oil coolers		
41 Heaters (state service)	42 Feed water filters		
43 Auxiliary air receivers & safety devices	44 Starting air pipes		
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	

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage Survey

Damage to Main Engine and propeller stated due to grounding on the 29th of January, 1965 at Pulau Sambu and refloating efforts by own means whilst on loaded passage from Marmagoa to Amagasaki. For further particulars please see vessel's Log Books.

The vessel's chief engineer reported a throw in the first length of intermediate shafting and No.1 tunnelbearing badly overheating.

On a preliminary examination the following defects were found:

1) Clockgauge reading taken of No.1 intermediate shaft at No.1 tunnelbearing showed a throw of 0.5 mm.

2) Thrustblock opened out, white metal of ahead and asternpads found (cont'd)

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.

HP Ship's Name ~~SS~~ MS "PROODOS"
LR 540810

Port Rotterdam

Rpt. No. 60184

badly worn, cracked and overheated.

3) Reference marks of main engine crankshaft journals and crankpins examined. Found reference mark of shrunk connection of No.3 forward side crank in forward web of No.3 centre crank shifted 2 mm, causing a throw in the after end of the crankshaft, integral thrust shaft and intermediate shafting.

4) Welding of M.E. bedplate girders, bearing pockets and stiffening ribs preliminary examined. Several cracks found.

5) Part of one propeller blade found broken off, tips of other blades damaged.

6) Screwshaft drawn and examined together with sternbush. Cone & keyway of shaft magnafluxed. Found crack at edge of keyway, approximate 5" from after edge of liner.

Recommended:

1) Main engine crankshaft and thrustshaft to be transported to workshop for further examination and repairs.

2) M.E. bedplate to be thoroughly cleaned, all welding of girders and bearing pockets to be crack detected.

3) M.E. chocks and holding down bolts to be examined.

4) All tunnelbearings to be opened up.

5) Crack in tailshaft cone to be removed by grinding or machining and shaft to be further crack detected.

6) Propeller to be replaced by spare propeller.

7) SRL No.224:

Metall^{cracks}ock repairs of M.E. scavengepump cylinder now specially examined and found extended towards the inspection opening. Further Metall^{cracks}ock repairs recommended.

None of the above repairs were carried out under the supervision of the Society's surveyors.

The vessel has been laid up for months at this port and unofficially we got to know that the vessel's class has now been changed to Bureau Veritas.

E.M. Dudock
SURVEYOR TO LLOYD'S REGISTER
E.M. Dudock.



© 2021

Lloyd's Register
Foundation

0217 212