

178 JAN 1967

Ship's Name SS/MS "PORT JACKSON"
LR528240

Gross tons 9827

59742

Is there a rpt. 8? NO.

Port of Rotterdam

Rpt. No.

No. of visits 4

First date 15-12-'64

Last date 17-12-'64

Interim Cert. issued
& copy herewith? yesDamage rpt. issued
& copy herewith? -

Last rpt. (H.Q. only) ANT 40612

Date of
completing rpt. 29-12-'64

Surveyed at, if different from Port above

Is a rpt. 9B
attached? no

MN 2040

Nature of survey C.S. and Repairs

Survey fees

Damage fee

Expenses

C.S. Fl. 45,-
Repairs Fl. 100,-

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 No. 2.stbd. engine

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

I recommend that the machinery of this ship remain as classed with/without fresh record of C.S. (with date) when the survey has been completed. Without subject to side rod bottom end bolts: port main engine unit No. 1 - 3 - 4 after end unit No. 2 forward; starboard main engine unit No. 1 aft and unit No. 3 and 4 forward and aft. now can be deleted

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

G.D. Schattenkerk
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

MONDAY 15 MAR 1965

See MEL 22481

Lloyd's Register
Foundation

013961-013971-0063

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

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings	
Steam compressors	22	Intermediate shafts & bearings	23		
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25		
Steam re-heaters	26	Air ejectors (main & aux.)	27		
De-superheaters	28	Forced &/or induced draught fans	29		
Stop & manoeuvring valves	30	Holding down bolts & chocks	31		
Main engine driven pumps	33			Detuner or vibration damper	32

State Port P. or Starboard S.

Crankcase doors & explosion relief devices	34	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35		
Essential independent pumps	36				
Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38		
Fresh water coolers	39	Lub. oil coolers	40		
Heaters (state service)	41	Feed water filters	42		
Auxiliary air receivers & safety devices	43	Starting air pipes	44		
Main air receivers & safety devices	45				
Independent air compressors coolers & safety devices	46				
Oil fuel tanks (not forming part of the hull structure)	47				
Have all evaporators safety valves been tested under steam?	48	Evaporators HP & LP	49	Distillers	50
Fire extinguishing arrangements	51	Steering machinery	52	Windlass	53

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs due to wear & tear: Please see Antwerp Report 14th December, 1964.

Examined by magnaflux the side bottom end bolts of port main engine unit No. 1-3 and 4 after unit No. 2 forward, of starboard main engine unit No. 1 after and unit No. 3 and 4 forward and aft. Found: 50% of bolts cracked in neck of bolt head. Now Done: All bolts renewed also those without defects. Landing faces of bolt heads of all bearing keeps trued up. Of No. 2 stbd. fwd. and aft. side connection rods Sphericals for bottom end bearings machined, bolt holes bored.. In my opinion the special condition of class against the side rod bottom end bolts: port main engine unit No. 1 - 3 and 4 aft and unit No. 2 fwd.; stbd. main engine unit No.1 after, and unit No. 3 and 4 fwd. and aft. may 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.

