

18 JAN 1965

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Ship's Name **SS/MS "PORT JACKSON"** Gross tons 9827
 LR528240 Port of Rotterdam Rpt. No. **59742**

Is there a rpt. 8? **NO.** No. of visits 4 First date 15-12-'64 Last date 17-12-'64

Interim Cert. issued & copy herewith? **yes** Damage 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 C.S. Fl. 45,- Damage fee Expenses **£20.50**
 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 & rods 7 Con. rods & top ends
 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 & top ends
 13 Crankpins & bearings 14 Journals & bearings

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

15 Casings, rotors, blading, bearings, & thrusts
 16 Levers

17 Reduction gearing
 18 Scavenge blowers
 19 Superchargers

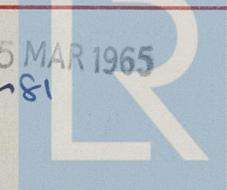
I recommend that the machinery of this ship remain as classed with/without fresh record of C.S. (with date) when the survey has been completed. Without subject to side rod bottom end bolts: port main engine unit No. 1 - 3 - 4 after end unit No. 2 forward; starboard main engine unit No. 1 aft and unit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

Date of Committee

Minute

MONDAY 15 MAR 1965
 See MEL 22481



Lloyd's Register Foundation

ALSO FOR	
SPL FOR	
TRO	
SRL	✓
POSTING	
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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
20 turbines (with
recip. eng.)

22 Steam
compressors

24 Clutches & hyd-
raulic couplings

26 Steam
re-heaters

28 De-super-
heaters

30 Stop & manoeuv-
ring valves

33 Main engine
driven pumps

21 Thrust blocks
shafts & bearings

23 Intermediate
shafts & bearings

25 Condensers
(main & aux.)

27 Air ejectors
(main & aux.)

29 Forced &/or induced
draught fans

31 Holding down
bolts & chocks

32 Detuner or
vibration damper

State
Port P. or
Starboard S.

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

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.