

**Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)**  
 FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London  
 13.1 DEC 1965

Ship's Name **SS/MS TM. "PORT JACKSON"**  
 Port of LR528240  
 Registry London Port Antwerp.  
 Gross tons 9827  
 Date of build 1-1937 Is there a rpt. 8? No. Rpt. No. **40612**  
 No. of visits 7 First date 9.I2.64 Last date II.I2.64  
 Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) **FAN 14689**  
 Date of completing rpt. 14.I2.64 Surveyed at, if different from Port above -  
 Is a rpt. 9B attached? No. MN 2040 Nature of survey Machinery repairs.  
 Survey fees **Rpts. for 9,000.** Damage fee Expenses **for 775**  
 S.A. fee **for 1760**

JAN 1965

**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)**

- 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 survey, subject to the following side rod bottom end bolts: port main engine, units Nos.1,3 and 4 after and unit N°2 forward. Starboard main engine, unit N°1 after and units Nos.3 and 4 forward and after, being examined and dealt with as found necessary on vessel's arrival at Rotterdam from this port, and to all other outstanding conditions of 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.)

*M. Keilderman*  
**M. KEILDERMAN**  
 Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 15 MAR 1965

Minute

*See MRN 22481*

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

A 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 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		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.

As stated on the 7th. December 1964, during the voyage Hamburg-Antwerp one side bottom end bolt fractured in way of bolthead of the port main engine unit N<sup>o</sup>4 forward. Both bolts were renewed at sea. It was now recommended that all side bottom end bolts be examined and crack detected and the bedding of boltheads to the lower halves of the bottom ends be checked.

NOW DONE:-

1. Examined port main engine N<sup>o</sup>4 unit forward upper and lower side connecting rods, top end, crankpin and bearings, found satisfactory. At request of the Chief Engineer the 4 top end bolts of this unit were renewed.
2. The landings of the following side bottom end bolts heads machined and bolts afterwards crack detected.

See continuation sheet.

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.

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Register  
Foundation

Ship's Name ~~SS/MS~~ TM. "PORT JACKSON".

LR528240

Port Antwerp.

Rpt. No.

40612

1.

Port main engine: N°1 unit forward

N°2 unit after

N°3 unit forward

N°4 unit forward

Starboard main engine: N°1 unit forward

N°2 unit forward and after

The following side bottom end bolts were found cracked in way of bolthead fillets and now renewed, and the landings of the examined units machined. of the bearings.

Port main engine: N°1 unit forward inboard bolt

N°2 unit after inboard bolt

N°3 unit forward inboard & outboard bolt

Starboard main engine; N°1 unit forward outboard bolt

It was recommended that the following side rod bottom end bolts be examined and dealt with as found necessary on vessel's arrival at Rotterdam from this port: port main engine, units Nos.1,3 and 4 after and unit N°2 forward, starboard main engine, unit N°1 after and units Nos.3 and 4 forward and after.

The Rotterdam Surveyors have been advised.

