

13.1 DEC 1964

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

Port of Registry LR528240
London

Gross tons 9827

Port Antwerp.

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) FAH 14689

Date of
completing rpt. I4.I2.64

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? No.

MN 2040

Nature of survey Machinery repairs.

Survey fees

Damage fee

Expenses

Rpts. for 9.000.

S.A. fee for 1760

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, 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.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

MONDAY 15 MAR 1965

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
Crankcase doors & explosion relief devices	34		35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

State
Port P. or
Starboard S.

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		40	Lub. oil coolers
Heaters (state service)	41		42	Feed water filters
Auxiliary air receivers & safety devices	43		44	Starting air pipes
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	49	HP & LP
Fire extinguishing arrangements	51	Steering machinery	52	
			50	Distillers
			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°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°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.

