

Ship's Name **SS/MS "JULIANA" (ex "Sandys River")** Port **HONG KONG.**

Processing Number: LR **531110.** Gross tons **7287.** Rpt. No. **21207.**

Port of Registry **BIDEFORD.** Date of build **1942-8.** Is there a rpt. 8? **No.**

No. of visits **Four.** First date **6-7-67.** Last date **20-7-67.**

Interim Cert. issued & copy herewith? **Yes.** Damage rpt. issued and copy herewith? **No.** Last rpt. (H.Q. only) **MAN/262**

Date of completing rpt. **24-7-67.** Surveyed at, if different from Port above **--**

Is a rpt. 9B attached? **No.** MN **500** Nature of survey **CSM/S.R.L. Items.**

Survey fees C.S.M. **\$140.00** Expenses **\$40.00**
REPAIRS. **\$400.00** Cable **\$10.00**

Damage fee **--**

S.A. fee **--**

MAIN ENGINES, RECIP., ~~STEAM OR~~ I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons, rods, valves, including rotary valves, & gears
- 2 Con. rods, crossheads, bearings & guides **Side**
- 3 Crankpins (incl. eccentrics), webs & bearings **Centre**
Side
- 4 Crankshaft journals & bearings **Centre**
- 5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins, webs & bearings
- 9 Journals & bearings
- 10 Levers, links & bearings
- 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers
- 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
- 16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~without~~ ^{with} a fresh record of C.S.M. (with date) on completion, and without special conditions regarding the Main Engine No.1 side rod crosshead pins, bolts and bearings, the Main Engine driven lub. oil pump, and the aft fly-wheel coupling bolts, and without condition regarding the Main Engine not being operated above 76 R.P.M., but subject to any 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 **WEDNESDAY 30 AUG 1967**

Minute

As now, without spl cells

J. McCarlie
Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping
FOR CHAIRMAN
CLASS. CTIES
CERT

014023-014031-004672

ALSO FOR
SPL FOR
TRO NOTED BY CESR SRL
POSTING
HEADER
CERT

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thus should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

19 AUG 1967

MAIN REDUCTION GEARING

- | | |
|---|-------------------------------------|
| 17 Pinions & wheels | 18 Shafts, bearings & couplings |
| 19 Exhaust steam turbines (with recip. eng.) | 20 Thrust blocks, shafts & bearings |
| 21 M.E. steam compressors | 22 Intermediate shafts & bearings |
| 23 Clutches & hydraulic couplings | 24 Steam re-heaters |
| 25 De-superheaters | 26 Forced &/or Induced draught fans |
| 27 Stop & manoeuvring valves | 28 Holding down bolts & chocks |
| 29 Main engine driven pumps (Including fuel injection) | |
| 30 Condensers (main & aux.) | 31 Air ejectors (main & aux.) |
| 32 Have main engines been examined working & manoeuvring? | |

State Port P. or Starboard S

- | | |
|--|--|
| 33 Essential Independent pumps | |
| 34 Bilge, ballast & oil fuel suction lines, fittings & controls | 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? |
| 36 Fresh water coolers | 37 Lub. oil coolers |
| 38 Heaters & safety devices including de-aerator (state service) | 39 Pressure feed water filters |
| 40 Auxiliary air receivers & safety devices | 41 Starting air pipes |
| 42 Main air receivers & safety devices | 44 Oil fuel tanks (not forming part of the hull structure) |
| 43 Independent air compressors, coolers & safety devices | |
| 45 Have all evaporators safety valves been tested under steam? | 46 Evaporators |
| 48 Steering machinery | 49 Windlass |
| | 47 Distillers |
| | 50 Machinery spare gear |

Identify by position

Checked, Good.

AUXILIARY ENGINES

DOCKING

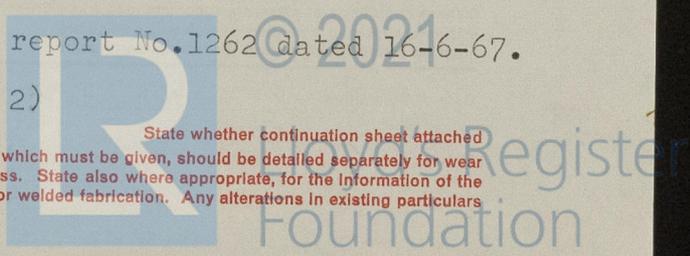
- | | | |
|---|-----------------|--|
| Propeller | Sea connections | Oil gland |
| Fastenings & gratings | | Clearance in stern bush (if reamed state clearance before & after) |
| Has screw/tube shaft been drawn? | | Date of examining shaft & condition |
| Has shaft been changed? | | Has shaft now fitted been previously used? |
| Has shaft now examined/fitted a continuous liner? | | Approved oil gland |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Conditions of Class: refer to Manila report No. 1262 dated 16-6-67.

(Cont'd sheet 2)

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 for 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 be reported above.



Ship's Name ~~SS/MS~~ "JULIANA" (ex "Sandys River")

Port HONG KONG. Rpt. No. 21207.

Main Engine No.1 side crosshead pins, bolts and bearings.

Now done: Opened out, pins examined and found good. Previously fitted top half bearings removed, under-size bolts discarded, bolt holes in bearings bored to standard size, and these bearings retained as spares. Defective bearings previously removed at sea now re-metalled and re-fitted to engine, using new bolts, made from tested material and carrying following identification:- LLOYDS H.K. 1516K, 15-7-67, D.C.W. Bearings examined after a full power trial and found satisfactory.

Main Engine driven lub. oil pump.

Now done: Pump opened out and found good. Suction pipe lines to engine sump tested and minor leakage at flanges made good, and relief valve returning to engine sump overhauled. Suction valve examined, broken gland renewed and gland re-packed. Engine run at slow speed (45 R.P.M.) and pressure of 20 P.S.I. produced at the engine driven pump discharge. The air-operated lub. oil low pressure alarm tested and pressure gauges checked and found in order.

Aft flywheel coupling bolts.

It was stated that it had been found impossible during the previous voyage, to keep the nuts tight on the coupling bolts between the engine thrust shaft and the first intermediate shaft.

Now done: Nuts removed and the bolt holes in the engine coupling found approx. 1/4" slack, with the nut landing faces badly torn and recessed into the coupling.

All bolts removed, coupling alignment checked, holding down bolts hardened up and all coupling bolt holes re-bored and nut landings spot-faced. New bolts fitted carrying following identification:- LLOYDS H.K. 1516K, 15-7-67, D.C.W. The coupling examined after a 4-hour full power trial and found good.

Note: Spare oversize bolts, carrying above identification, now supplied.

The conditions of class regarding the above items, also the limitation of engine revolutions to 76 R.P.M., may now be deleted.

Change of name:

It should be noted that this ship has been re-named "JULIANA", all other particulars remaining as before.



© 2021

Lloyd's Register
Foundation