

-6. SEP. 1966

Ship's Name SS ~~XX~~ "WINCHESTER QUEEN" (ex Irene K-64)

LR 516284

Port of
Registry

London

Port

Gross tons

Date of build

Is there a rpt. 8?

No.

Rpt. No. 1403.

No. of visits

First date

Last date

Interim Cert. issued
& copy herewith?Damage rpt. issued
& copy herewith?

Last rpt. (H.Q. only) 12N 2132

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9B
attached?

Yes.

MN

Nature of survey

Survey fees

Damage fee

Expenses

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, cross-
heads, bearings
& guides centre

H.P., M.P. and L.P. - Good.

Side

4 Crankpins &
bearings centre

H.P., M.P. and L.P. - Good.

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods, cross-
heads & bearings8 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, cross-
heads & bearings13 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

See Rpt. 9B No 1403.

(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

J. STUART JOLLY

WEDNESDAY 28 SEP 1966

FOR CHAIRMAN
CLASSN. CTTEE

ALSO FOR

SPL FOR

NOTED BY

TWO
OESR
SRL

POSTING

HEADER

CERT

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 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
thereof should 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

- | | | |
|---|--|--------------------------------|
| 20 Exhaust steam turbines (with recip. eng.) | 21 Thrust blocks shafts & bearings | |
| 22 Steam compressors | 23 Intermediate shafts & bearings | Good. |
| 24 Clutches & hydraulic couplings | 25 Condensers (main & aux.) | |
| 26 Steam re-heaters | 27 Air ejectors (main & aux.) | |
| 28 De-super-heaters | 29 Forced &/or induced draught fans | |
| 30 Stop & manoeuvring valves | 31 Holding down bolts & chocks | 32 Detuner or vibration damper |
| 33 Main engine driven pumps | | |
| 34 Crankcase doors & explosion relief devices | 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) | Yes - Good. |

State
Port P. or
Starboard S.

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

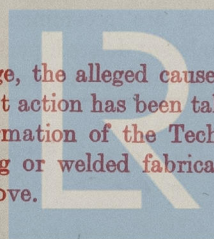
AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

1). Sternbush rewooded and aftend tunnel bearings not realigned to suit, leaving the intermediate and tailshaft unsupported for&.to the N^o 3 bearing from sternland, and allowing shafts at speed of 65 R.P.M., to whip and knock so that white metal at sides of bearings Nos.1 a-nd 2 aft to ford.) was badly wiped and spread, and No. 3 bearing was running excessively hot and using water service. Nos. 1 and 2 bearings remetalled and Nos. 1, 2 and 3 then correctly realigned. Sternbush packing gland studs put in good order, and packing adjusted.

2). H.P., M.P. and L.P. crossheads and bearings, guides, bottom ends and crankpins, all adjusted to satisfactory clearances. All on vessel's found excessively slack, and H.P. bottom end with white metal wiped.

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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Foundation