

1942/3

Ship's Name SS/XX "ANDROS"

Gross tons 7086

-8 APR 1963

Is there a rpt. 8? No

Port SINGAPORE.

Rpt. No. 16402

No. of visits Two

First date 24-3-63.

Last date 26-3-63.

Interim Cert. issued & copy herewith? -yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

2099 SMK

Date of completing rpt. 27-3-63.

Surveyed at, if different from Port above

Is a rpt. 9B attached? No

MN

Nature of survey Machinery Defect.

Survey fees Dmge. \$180. Damage fee

Expenses \$10. Launch Hire \$10.

S.A. fee \$80.

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

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)

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 ~~xxx~~ without fresh record of survey subject now to the after waterbox of the main condenser being renewed on the vessel's arrival at Japanese Ports on her present voyage and not later than the end of April 1963.

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 thereon 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

(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

THURSDAY - 2 MAY 1963

Minute

As above, subject

Surveyor to Lloyd's Register of Shipping

B.B. G... [Signature]

ALSO FOR

SPL FOR

TRO TO NOTE

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

014574-014581-0094 1/2

Write Own check

10 APR 1963



| | | | | | |
|----|--|----|----------------------------------|----|---|
| 20 | Exhaust steam turbines (with recip. eng.) | 21 | Thrust blocks shafts & bearings | | |
| 22 | Steam compressors | 23 | Intermediate shafts & bearings | | |
| 24 | Clutches & hydraulic couplings | 25 | Condensers (main & aux.) | | |
| 26 | Steam re-heaters | 27 | Air ejectors (main & aux.) | | |
| 28 | De-superheaters | 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) |

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

Identify by position

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

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Attended on board at request of Owner's Agents to examine leakage of main condenser after waterbox stated to have occurred at sea on 22nd March 1963, whilst on passage from Aden to Singapore.

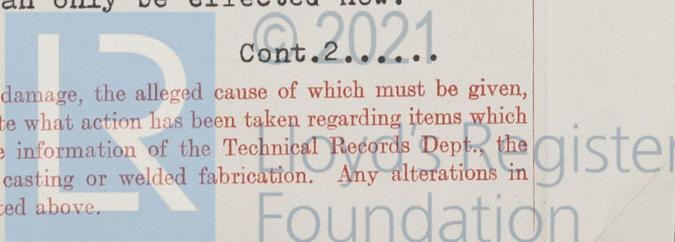
NOW DONE:

The after waterbox of the main condenser was examined and found wasted and holed on the inboard side. It was noticed that the outboard side had been repaired with "Thistlebond" and the ship's staff stated that this had been carried out at Durban. The waterbox appeared generally wasted on the lower half.

The Master requested that to avoid delaying the vessel temporary repairs to allow the vessel to reach Japan only be effected now.

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.

Cont.2.....



Ship's Name ~~SS~~ "ANDROS"

Port SINGAPORE. Rpt. No. 16402

Steel plates were fitted internally and externally with rubber jointing between waterbox and outer plate. A fabricated steel backed cement box (bolted to bolts fastening water box to condenser, and end cover to waterbox,) closely fitted around, inlet pipe and covering the bottom half of the waterbox and including all wasted parts of waterbox. After the cement had hardened the repair was tested and found sound and tight.

It is considered that the repair is efficient meantime but that the after waterbox should be renewed on the vessel's arrival at Japanese Ports on her present voyage and not later than the end of April 1963. Yokohama Surveyors advised.

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