

Rpt. 9

25.08.61

Date of writing report 22.8.61
Survey held at Piraeus

Received London
No. of visits 3

Port Piraeus No. 9156
First date 28.7.61 Last date 11.8.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23833 Name S.S. "NEW YORK"
Owners General Steam Navigation Co. Ltd. of Greece Managers
Engines made Gls By Fairfield Co. Ltd. Gross tons 16991 Date of build 9-1922
Port of Registry Andros
Type 6 steam turbines DR geared to 2 shafts

No. of Main Engines 6 No. of Screws 2
No. of Main Boilers 2 SB & 3 DE W.P. 220 lbs.
No. of AUX/Donkey Boilers 3 W.P. 220 lbs.
Surveyed Afloat or in Dry Dock Both
Nature of Survey GE. & MBS
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* SS (Dr) 2,56	MBS* ES 2,56
Docking 5,59	MBS 5,59
	TSCL p&s 2,57
SURVEYS OVERDUE 2,60	sps 12,57

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers P & S Efficient Wear Down of Stern Bushes P 4mm S. 4.5mm Oil Glands - Sea Connections Efficient
Fastenings Efficient Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? No.

- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- Cyls., Covers, Pistons & Rods
 - Valves & Gears
 - Connecting Rods, Top Ends & Guides { Side, Centre
 - Crankpins & Bearings { Side, Centre
 - Journals & Bearings
 - MAIN ENGINE DRIVEN AIR COMPRESSORS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Coolers & Safety Devices
 - MAIN ENGINE DRIVEN SCAVENGE PUMPS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Levers
 - SCAVENGE BLOWERS
 - SUPERCHARGERS
 - MAIN TURBINES
 - Casings, Rotors, Blading, Bearings & Thrusts
 - EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 - STEAM COMPRESSORS
 - CLUTCHES & HYDRAULIC COUPLINGS
 - REDUCTION GEARING
 - THRUST BLOCKS, SHAFTS & BEARINGS
 - INTERMEDIATE SHAFTS & BEARINGS
 - HOLDING DOWN BOLTS & CHOCKS
 - CONDENSERS (MAIN & AUX.)
 - STEAM RE-HEATERS
 - DE-SUPERHEATERS
 - STOP & MANŒUVRING VALVES
 - MAIN ENGINE DRIVEN PUMPS
 - CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

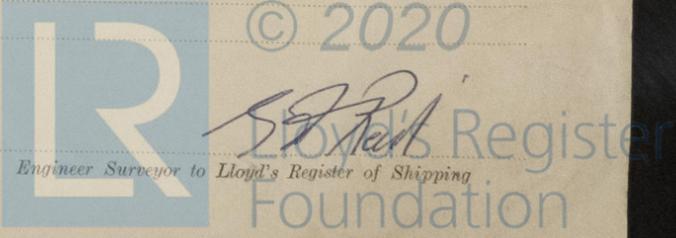
Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The Boilers and machinery of this vessel are in my opinion in efficient condition for one voyage only from Piraeus to Japan as an unclassed vessel.

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

Date of Committee TUESDAY 19 SEP 1961
Decision Defered

Noted for Header



- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers
- 36 Lub. Oil Coolers
- 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main
- 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators
- 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery
- 45 Windlass
- 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Stbd 11-8-61 Centre 28-7-61 Single Ended Boilers Port Centre Stbd. Double Ended Boilers 28-7-61

AUXILIARY, DONKEY or PRESS

Safety Valves All Efficient

Mountings, Doors & Fastenings All Efficient

Safety Valves Adjusted to { Sat. 220PSI

Boiler Securing Arrangements All Efficient

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes, Efficient

Were Forced Circulating Pumps

Funnel Efficient

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

This vessel was generally examined in accordance with the Secretary's letter dated 15th May, 1961, re: Classn(S) and Circular 1959, for the purpose of making one voyage from Piraeus to Japan as an unclassified vessel.

No parts of the main machinery were opened up. Log books from past voyages were examined and found satisfactory. It was also stated that during the period of lay up regular maintenance had been carried out. A full boiler survey was carried out. A megger test of the electrical equipment was carried out and all found in efficient condition.

The main and auxiliary machinery were seen working and all found efficient.

It is submitted that the machinery and boilers of this vessel so far as seen are in efficient condition for one voyage only from Piraeus to Japan as an unclassified vessel.

LEAVE THIS SPACE BLANK

Survey fees ... £ 144. 0. 0

Damage fee ...

Expenses ... 2. 2. 0

Date when A/c rendered ... 23.8.61

on the S.S./M.S. "NEW YORK"

S.R.L. 182. Both main overboard discharge valve covers to be examined at NSS. The main overboard discharge valve chests were opened up and the body and covers examined and found satisfactory.

S.R.L. Appendix. Broken tooth in (p) HP turbine first reduction wheel. The HP port gearing was found to continue efficient.

Note:- During the boiler survey now carried out the end plate radii of all single ended boilers, the aft end plate of the centre double ended boiler and the forward end plate of the port double ended boiler were specially examined for grooving and found efficient meanwhile.

It is noted that no mention of this is made in either the SRL No.182 or SRL Appendix 8.