

Rpt. 9

Date of writing report 22.8.61

Survey held at Piraeus

Received London

No. of visits 3

Port Piraeus

First date 28.7.61

No. 9156

Last date 11.8.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23833 S.S. "NEW YORK"

Owners General Steam Navigation Co. Ltd. of Greece

Gross tons 16991

Date of build 9-1922

Engines made Gls By Fairfield Co. Ltd.

Port of Registry Andros

No. of Main Engines 6 No. of Screws 2

Type 6 steam turbines DR geared to 2 shafts

No. of Main Boilers 3 SB & 3 DB W.P. 220 lbs.

Records of Survey & Special Notations as per Register Book

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.

Yes. Last Report (For Head Office only)
Now.

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

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, { Side
Top Ends & Guides { Centre

4 Crankpins & { Side
Bearings { Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 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 unclassified vessel.

Date of Committee

Decision

TUESDAY 19 SEP 1961

Noted
for
Header



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Engineer Surveyor to Lloyd's Register of Shipping

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Foundation

- 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 Fire Extinguishing Arrangements.....
- 44 Steering Machinery..... 45 Windlass.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators			1 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

Safety Valves All Efficient

Mountings, Doors & Fastenings All Efficient

Safety Valves Adjusted to (Sat. 220PSI)

Boiler Securing Arrangements All Efficient

Main Economisers Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators Yes, Efficient

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

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

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.

Continued/.....

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.

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