

Rpt. 9

Date of writing report 8th May, 1962

Received London

Port KOBE

No. 10398

Survey held at Aioi

No. of visits 7

First date 11th April

Last date 21st April, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 44399	S.S. "NORTH POINT"	Gross tons 5070	Date of build 9, 1944
Name McV	Managers -	Port of Registry Hong Kong	
Owners Heilgers (Eastern) Ltd.		Type T 3Cy. 24 1/2" 40 1/2" & 66 1/2" x 48" & IP	
Engines made Pt. Kembla	By Australian Iron & Steel Ltd.	turbine with DR gearing & hydraulic coupling.	
No. of Main Engines 1	No. of Screws 1	Records of Survey & Special Notations as per Register Book	
No. of Main Boilers 2WTB	W.P. 240 lbs Spt 220 lbs	Hull	Machinery
No. of Aux./Donkey Boilers -	W.P. -	+100A1	+LMC
Surveyed Afloat or in Dry Dock Afloat		with freeboard	Engine 1,58
Nature of Survey Machinery Damage			Boilers 2,61
Was Damage Report issued? Yes	Int. Cert.? Yes, BL-78521	SS 12,57	Tailshaft CL 1,59
Last Report (For Head Office only)	copy attached.	DS 2,61	Steampipes 1,58

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	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Fastenings	Has Screwshaft/Tubeshaft been drawn?	Date of Examination	Has Shaft been changed?	
Has Shaft now fitted been previously used?	Has Shaft now examined fitted a continuous liner?	Approved oil gland?		
MAIN ENGINES	(Recip. SMITH PORT)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods				
2 Valves & Gears				
3 Connecting Rods, Top Ends & Guides	Side Centre			
4 Crankpins & Bearings	Side 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)	Good			
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				

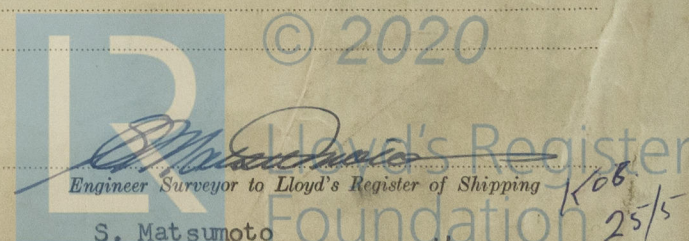
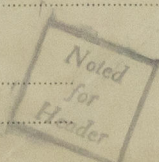
Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book without fresh record of survey and that her Machinery Classification Record be continued in the Book.

MONDAY 25 JUN 1962

Date of Committee

Decision

20m, 10, 61 T. (MADE AND PRINTED IN ENGLAND)



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Rpt.

8

Port of KOBE

Continuation of Report/No. 10398

dated 8th May, 1962

on the

"NORTH POINT"

At this time the lubricating oil gravity and sump tanks were examined and found to be in satisfactory condition. The lubricating oil pipe lines from gravity tank to turbine bearings found in ^{VERY} rusty condition and oil sludge lying in the lines. All supply pipe lines were removed ashore and chemically cleaned. The sump and gravity tanks were cleaned as necessary.

On completion of the above and after replacing all piping. The lubricating oil system was thoroughly flushed through.

Full power sea trials were carried out with entirely satisfactory results.

- 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)

ELECTRICAL EQUIPMENT	
PROPULSION	AUXILIARY EQUIPMENT
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	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to (Sat. Spt.	
Boiler Securing Arrangements	
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?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

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)

Damage Repairs:-
History: The ship laid at Aioi, Japan for completion of Special Survey from 17th March, to 31st March, 1962. At this time the exhaust turbine forward and aft rotor bearings found scored and were re-metalled.

On completion of repairs, mooring trial and sea trial carried out and all found satisfactory.

On the 1st April, 1962 the ship left Aioi for Singapore. Chief Engineer stated that on the 4th April, 1962 forward bearing run hot, exhaust turbine cut out, and ship returned to Aioi for repairs.

The ship arrived at Aioi on the 10th April, 1962 and the following examination and repairs recommended.

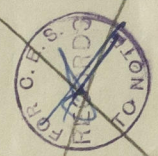
Examined and Found:

Exhaust turbine casing, reduction gear casing, main thrust block, opened up and rotor blading and bearings found good, except for turbine rotor forward and aft, 1st pinion forward and aft, and 2nd pinion forward bearings found badly scored, journals also scored. Forward labyrinth lower half worn.

Now Done: Rotor removed ashore, and journals skimmed, subsequently dynamically balanced, unbalanced 110 gr at 95° at coupling side, and 174 gr 11° at free end now corrected to 8 gr at coupling and 6 gr at free end.

1st pinion removed ashore and journals skimmed. Rotor, 1st pinion, and 2nd pinion forward re-metalled. Alignment of 1st pinion and turbine rotor checked and corrected as found. On completion of the above repairs the whole was re-assembled in good order.

Cont



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Survey fees £10-0-0
Damage fee 42-0-0
Expenses... 10-10-0
Special Attend. Fee 6-0-0
Date when A/c rendered MAY 28 1962

Damage repairs effected to LP exhaust turbine

It is submitted that this vessel is eligible to remain as CLASSED.

24/4/62



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