

-4 JUL 1962

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 ~~M.Y.K.~~ Owners Heilgers (Eastern) Ltd. Managers
Engines made Pt. Kembla By Australian Iron & Steel Ltd. Type T 3Cy. 24 1/2" 40 1/2" & 66 1/2" x 48" & IP
No. of Main Engines 1 No. of Screws 1 turbine with DR gearing & hydraulic coupling.

	Hull	Machinery
No. of Main Boilers 2WTB W.P. 240 lbs Spt 220 lbs		
No. of Aux./Donkey Boilers - W.P. -		
Surveyed Afloat or in Dry Dock Afloat	+100A1 with freeboard	+LMC Engine 1,58
Nature of Survey Machinery Damage		Boilers 2,61
Was Damage Report issued? Yes. Int. Cert.? Yes, Bl-78521 copy attached.	SS 12,57	Tailshaft CL 1,59
Last Report (For Head Office only)	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.

No. 10394 Kob
Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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. Steam Engines) **FORBEX** **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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17

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 & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

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 as now.

Noted for Header

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S. Matsumoto
003525 - 003532 - 0067 1/2

If certificate is required state where to be sent

Rpt.

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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

Table with columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Insulation Resistance, etc.

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.

Damage repairs effected to LP exhaust turbine
It is submitted that this vessel is eligible to remain as CLASSED.



Survey fees Int. Cert. £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