

Rpt. 8

Date of writing Report 5th. June 1962. When handed in at Local Office 13.6.62. Received London  
Survey held at Antwerp. No. of Visits 5. First Date 28.5.1962. Last Date 1.6.1962.

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 24697. on the Iron or Steel M.S. "N.Y.O.M." Tons gross 5364.  
Built at Krimpen. By Whom C.v.d. Giessen. Year 1952 Month 10.  
Owners Helica S.A. Owners' address (If not already in R.B.)  
Managers Suisse-Atlantique Soc. d'Arm. Marit. Port of Registry Basle.  
Surveyed Afloat or in Drydock Drydock. Name of Dock City D.D. No. 1. Date of last examn. in Drydock 1st. June 1962.  
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.  
Last Report: No. 4486 Port JB  
To be filled in at Head Office.

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey could be summarised at the end of the Report. The reasons for Repairs must be stated, repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, could be summarised in the form below. When, at a Special Survey, the Shell and Deck plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

| SHIP'S CLASS                                    |       | Machinery |       |
|---|-------|-----------|-------|
| Date of Special and of Drydocking Surveys, etc. |       |           |       |
| *100A1.   |       | *LMC.     |       |
| SS.   | 7/59. | CS.       | 7/59. |
| Dkg.  | 9/61. | A.        | 7/61. |
|   |       | CL.       | 6/59. |
|   |       | NA.       |       |
| MT-vegetable oil.                               |       |           |       |

damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 3 ft 4 3/4 ins

Owners' Representative-Not required. Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, DAMAGE, ANNUAL FREEBOARD SURVEY.

Damage No. 1:- stated to have been caused on Kara Sea voyage in 1959.

Work done:- Shell plates F.4 (psa), F5 (psf) and H5 (ssa) faired in place.

Bulkhead wing plate in way of H5 (ssa) cropped and part renewed.

Damage No. 2:- stated to have been caused by collision with "HUGO STINNES" at Cotonou in May 1960.

Work done:- Shell plate G.3 (ssf) faired in place.

Damage No. 3:- stated to have been caused by contact with tug "MAXIMUS" in Newcastle in 1960.

Work done:- Shell plate H.7 (psf) faired in place.

Lower deck plate in way cropped and part renewed.

Damage No. 4:- stated to have been caused by contact with quay in Atlantic Seaway Sept. 1961.

Damage No. 5:- stated to have been caused by contact with quay in Antwerp 26th. March 1962.

Work done for damages 4&5:- Shell plates E.4 & 5, F.5 (ssf) renewed.

F.4 & 6, E.6 (ssf) faired in

place. CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS      | Shell Plates | Frames | Re-Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed                        | 3            | -      | -         | -                         | -                   | -           | -     | -           |
| Removed and Faired or Repaired | -            | 4      | 2         | -                         | -                   | 1           | 1     | -           |
| Faired or Repaired in place    | 9            | 3      | -         | -                         | -                   | 1           | -     | -           |

Is a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to No.

Is the Report sent now, or when will it be sent? Now.

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

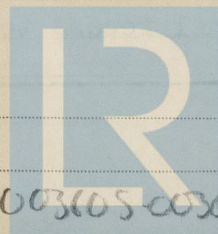
State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship is eligible to be retained as now classed, with record of DS. 6/62, subject to stem and stem plating in way of E & F strakes (port) and F & G strakes (port) in way of No. 4 Hold being further examined and dealt with as found necessary at the next drydocking and any outstanding conditions of class being dealt with as previously recommended.

Surveyor to Lloyd's Register of Shipping  
J. COATES.

Date of Committee

Minute



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DOCKING.

SURVEY

Rpt. Contn. Sheet 1.

19 JUN 1962

| Items  | Now Examined<br>YES NO<br>or NONE | Tanks  | Now Examined Internally | Now Tested |
|--|-----------------------------------|--|-------------------------|------------|
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes.                              | F.P. Tank  |                         |            |
| Rudder lifted  | No.                               | A.P. "   |                         |            |
| Weather Decks, Superstructures and Casings                                     | Yes.                              | D.B. Tanks (indicate Oil Fuel and Cofferdams)                          |                         |            |
| Hatchways, Covers, closing and securing appliances                             | Yes.                              |  |                         |            |
| Ventilator coamings, skylights, companionways and closing appliances           | Yes.                              | Fresh Water Tanks  |                         |            |
| Holds Nos. 1&2.  | Yes.                              | Deep Tanks   |                         |            |
|  |                                   | Oil Fuel Bunkers and Settling Tanks                                    |                         |            |
| 'Tween Decks   | No.                               | Side Tanks   |                         |            |
|  |                                   | Wing Tanks   |                         |            |
| Fore Peak Spaces   | No.                               | Other Tanks  |                         |            |
| After " "  | No.                               |  |                         |            |
| Engine Space   | No.                               | Cargo Tanks (Tankers)  |                         |            |
| Boiler "   | No.                               |  |                         |            |
| Under Engines and Boilers  | No.                               | Cofferdams   |                         |            |
| Tunnel and Well  | Yes.                              | Pump Rooms   |                         |            |
| Coal Bunkers   | No.                               |  |                         |            |
| Chain Locker   | None.                             |  |                         |            |
| Other Spaces   | None.                             |  |                         |            |
|  |                                   | Have Tanks now Examined been Cleaned as Necessary?                     |                         |            |
|  |                                   | Have Struts in Cargo Tanks (of Tankers) been removed?                  |                         |            |
|  |                                   | Have Tanks been Retested as necessary after completion of any Repairs? |                         |            |

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No.

Have the bilges been cleaned out and examined? No. Has cement in bottom been examined? No.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None.

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 &amp; 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

|  |              |                                    |              |   |                           |
|--|--------------|------------------------------------|--------------|---|---------------------------|
| Shell plating                                | Good         | Ceiling and Cargo Battens          | Good         | Sluice Valves examined and found          | None                      |
| " " in way of side scuttles                  | Not examined | Cement or Asphalt                  | Good         | Air and Sounding Pipes                    | on deck Good              |
| Rudder and Sternframe                        | Good         | Cargo and other Hatchways          | Good         | Doubling Plates under Sounding Pipes      | Not examin                |
| Decks  | Good         | Hatches and closing appliances     | Good         | Masts and Rigging examined and found      | Not examin                |
| Superstructures and their closing appliances | Good         | Ventilators, their coamings        | Good         | Condition, how ascertained                |                           |
| Coamings and Casings                         | Good         | and closing appliances             | Good         | (State if wedges removed)                 |                           |
| Beams and Fastenings                         | Good         | Companionways and Skylights        | Good         | Chain Locker                              | Not examin                |
| Frames                                       | Good         | Shell Openings                     | None         | EQUIPMENT                                 |                           |
| Reverse Frames                               | None         | Ash Shoots                         | None         | Equipment Letter                          |                           |
| Longitudinals                                | None         | Overboard Discharges and Scuppers  | Good         | Anchors, No. of 3B                        | Condition --              |
| Transverses                                  | None         | Freeing ports                      | Good         | Cables (State if now ranged and examined) | No.                       |
| Floors                                       | Not examined | Steering Gear (Main and Auxiliary) | Good         | " length (on board)                       | Stated mean diam. Complet |
| Keelsons                                     | Not examined | examined and found                 | Good         | " Rule Length                             | Size Sufficie             |
| Stringers                                    | Good         | Windlass examined and found        | Good         | Hawsers and Warps                         |                           |
| Inner Bottom Plating                         | Good         | Pumps                              | Not examined | State if any Anchors or Chain Cable have  | No.                       |
| Bulkheads and Tunnel                         | Good         | W.T. Doors                         | Not examined | now been supplied or retested, if so,     |                           |
|  |              |                                    |              | complete Report 8(Eq) and attach.         |                           |

(A) Yes.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (B) None. See Below

REMARKS, REPAIRS, Etc. (Contd.) Frames in way 4 cropped and part removed, faired and refitted.

3 faired in place.

Bhd between Nos. 1&2 Holds starboard wing plate cropped and part renew

Damage N°6:— Cause and date unknown.

Now done:— Shell plate C2 (ssf) faired in place.

Damage N°7:— stated to have been caused by Stvedores in Hamilton on 2nd May, 1962.

Found After tunnel recess top and beam in way set down on fwd. end of stbd. side.

see follower

Survey Fee 1500

Special Damage & Repair Fee (if any) 8000

Travelling Expenses (if chargeable) 450

Second Surveyor's Fee (if any)

Date when A/c. Rendered 14.6.62

Port of ANTWERP.

Continuation of Ship/Moby. Report No. 37827 dated 5th. June, 1962.

on the S.S./M.S. "N Y O N".

Now done:— Beam cropped and part removed faired and refitted.

Recess top plating faired in place.

Damage N°8:— Cause and date unknown.

Found F&amp;G strakes (port) in way of forward end N°4 Hold found indented.

Now done:— Above examined and found to continue efficient meantime. It is submitted that this damage be further examined and dealt with as found necessary at the next drydocking.

Damage N°9:— stated to have been caused by contact with quay at Milwaukee on 12th. October 1961.

Found E &amp; F strakes (port) in way of stem indented, also soft nose stem plate in way.

Now done:— Above examined and found to continue efficient. It is submitted that this damage be further examined and dealt with as found necessary at the next drydocking.

## ANNUAL FREEBOARD SURVEY.

The following repairs carried out:—

8 Wooden hatch covers renewed. Gauzes renewed in O.F. air pipes.

2 Stormvalve flaps renewed.

## SPECIAL REASONS LIST.

"Shell plates 4&amp;5 (ssf) in 4th. below main sheer" now dealt with (see damage Nos. 4&amp;5)

It is submitted that this item now be deleted from S.R.L.

"Sternframe (EW. 9/61)" examined and found to continue efficient.

It is submitted that this item now be deleted from S.R.L. and noted in the Appendix to S.R.L. to be specially examined at the next drydocking.

J. COATES.