

Rpt. 8

18 JUN 1962

No. 37827

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.W." Tons gross 5364.  
Built at Krimpen. By Whom C.v.d.Giessen. When 1952. Year 1952. Month 10.  
Owners Helica S.A. Owners' address ---  
Managers Suisse-Atlantique Soc. d'Arm. Marit. Port of Registry Basle.  
Surveyed Afloat or in Drydock Drydock. Name of Dock City D.D. N° 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.

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

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, should 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.

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.			

Give dates and references to any letters relating to this Report

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 N°.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 N°.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 N°.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 N°.4:- stated to have been caused by contact with quay in Atlantic Seaway Sept.1961.

Damage N°.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.

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

Was a Survey also held on machinery of the Ship? Yes.  
If so, is the Report sent now, or when will it be sent? Now.  
Is Classification Certificate required? If so, to be sent to No.  
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 N°.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.

*J. Coates*  
Surveyor to Lloyd's Register of Shipping  
J. COATES.-

Date of Committee  
Minute  
*See minute on Casualty rpt.*



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DOCKING.

SURVEY

Rpt. Cont<sup>n</sup>. Sheet 1.

19 JUN 1962

Items	Now Examined YES NO 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.	Cargo Tanks (Tankers)		
Engine Space	No.			
Boiler "	No.	Cofferdams		
Under Engines and Boilers	No.	Pump Rooms		
Tunnel and Well	Yes.			
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 & 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	Stuice 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 <u>3B</u> Condition	--
Transverses	None	Freeing ports	Good	Cables (State if now ranged and examined)	No.
Floors	Not examined	Steering Gear (Main and Auxiliary)	Good	" length <u>Stated</u> mean diam. <u>Comple</u>	
Keelsons	Not examined	examined and found	Good	" (on board) <u>Stated</u> Size	
Stringers	Good	Windlass examined and found	Good	" Rule Length	Sufficie
Inner Bottom Plating	Good	Pumps	Not examined	Hawsers and Warps	
Bulkheads and Tunnel	Good	W.T. Doors	Not examined	State if any Anchors or Chain Cable have	No.
				now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) Yes. (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<sup>o</sup>.6:- Cause and date unknown.  
Now done:- Shell plate C2 (ssf) faired in place.  
Damage N<sup>o</sup>.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 SS & Rpt. 1.500 Second Surveyor's Fee (if any) \_\_\_\_\_  
 Special Damage & Repair Fee (if any) 8000 Date when A/c. Rendered 14.6.62  
 Travelling Expenses (if chargeable) 450

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<sup>o</sup>.8:- Cause and date unknown.  
Found F&G strakes (port) in way of forward end N<sup>o</sup>.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<sup>o</sup>.9:- stated to have been caused by contact with quay at Milwaukee on 12th. October 1961.  
Found E & 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&5 (ssf) in 4th. below main sheer" now dealt with (see damage Nos. 4&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*  
 J. COATES.-