

18 JUN. 1962

Rpt. 9

Date of writing report 13th. June, 1962. Received London Port of Antwerp. No. 37 827
Survey held at Antwerp. No. of visits 1. First date and Last date 30.5.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 24697 Name M.V. "N.Y.O.N." Gross tons 5364 Date of build 1952-10.
Owners Helica S.A. Managers Suisse-Atlantique Soc.d'Arm. Port of Registry Basle.
Engines made 1952. By Masch. Augsburg-Nürnberg. Type Oil Engine 2SA 50y.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers -- W.P. --
No. of Aux./Donkey Boilers 1 W.P. 100lb.
Surveyed Afloat or in Dry Dock in drydock.
Nature of Survey Dge. TS.
Was Damage Report issued? - Int. Cert. Yes.
Last Report (For Head Office only)

Hull		Machinery	
100A1. MT-vegetable oil.		LMC.	
SS. 7/59.		CS. 7/59.	
Dkg. 9/61.		A. 7/61.	
		CL. 6/59.	
		NA.	

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 Good. Wear Down of Stern Bushes Rewooded. Oil Glands None. Sea Connections Good.
Fastenings Good. Has Screwshaft Tubeshaft been drawn? Yes. Date of Examination 30.5.62. Has Shaft been changed? No.
Has Shaft now fitted been previously used? Has Shaft now examined, fitted a continuous liner? Yes. Approved oil gland?

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
0 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
1 Cyls., Covers, Pistons & Rods
2 Connecting Rods & Top Ends
3 Crankpins & Bearings
4 Journals & Bearings
5 Levers
6 SCAVENGE BLOWERS
7 SUPERCHARGERS
MAIN TURBINES
1 Casings, Rotors, Blading, Bearings & Thrusts
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
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 This vessel as now seen is in efficient condition and eligible in my opinion to remain as classed with fresh record of TS.CL.5/62.

Date of Committee Decision See minute on Casualty rpt.

If certificate is required state where to be sent

- 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*).....

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
		AUXILIARY EQUIPMENT	
		l	Generators & Governors
		m	Motors
		n	Switchboards & Fittings
		o	Circuit Breakers
		p	Cables
		q	Insulation Resistance
		r	Steering Gear Generators and Motors
		s	Navigation Light Indicators

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 stated to have been sustained to the propeller blade tips, due to touching submerged objects, date unknown.

Now done:- The propeller was sent to the "LIPS" works for repairs and examined by me and found in satisfactory condition.

LEAVE THIS SPACE BLANK

Survey fees *£1.00 p.m. 1.00.00*

Damage fee ...

Expenses... *£1.00*

Date when A/c rendered *14.6.00*

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