

Rpt. 9

Date of writing report 26.11.58.

27 NOV 1958

Received London

Port Newcastle upon Tyne. No. 115741

Survey held at South Shields

No. of visits 4

First date 17.11.58. Last date 21.11.58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 73355 Name S.S. "NORTHWOOD" Gross tons 1155 Date of build 1936 10

Owners Constantine Shipping Co. Ltd. Managers - Port of Registry Middlesbrough

Engines made 1936 By N.E. Marine Eng. Co. Ltd. Type Triple expansion

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 200 lbs/sq "Spht.

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
*100A1		*LMC. 12,54
S.S. Shl.	12,54	BS. 9,57
Dkg.	9,57	CL. (N) 9,57

Was Damage Report issued? - Int. Cert.? Yes

Last Report (For Head Office only)

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 Good

Fastenings Good 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) 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 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

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in an efficient condition and eligible in our opinion to remain as now classed with fresh records of survey MBS. 11,58, TS(CL) 11,58. It is submitted that the special survey may be postponed until Dec. 1959.

Date of Committee MBS 11.58

Decision TS 11.58

THURSDAY 1 JAN 1959

Noted for Header

J.W. Walker Engineer Surveyor to Lloyd's Register of Shipping (J.W. WALKER F. SOUTHERN) Lloyd's Register Foundation

003788-005799-0105

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good 18.11.58. AUXILIARY, DONKEY or PRESS

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 200 lb/sq.in.
Spt. 200 lb/sq.in.

Boiler Securing Arrangements Good

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? Yes Funnel Good

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 due to propeller striking submerged object in Deptford Creek (London) and on the 19.2.58. and also unknown propeller damage.

Now done for damage: Vessel in drydock examined propeller, outside fastenings. Found two propeller blade ends broken 1 slightly broken.

New C1 propeller now fitted; tried for fit with and without key with satisfactory results. Chief Engineer stated that the shafting had been operating satisfactorily.

Now done for postponement of Special Survey as per Secretary's letter 4.9.58. Chief Engineer stated machinery operating satisfactorily.

Megger test carried out, minor wiring repairs.

Pumping arrangements, windlass, and steering gear found satisfactory.

Attached pumps forward bilge ram renewed.

It is considered that the Special Survey may be postponed until Dec. '59.

LEAVE THIS SPACE BLANK

Survey fees MBS. £10.
GEN. EXAMN. 15. 0 0
Dge. Fee. £6. 6. 0.

Damage fee ...

Expenses ...

Date when A/c rendered



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