

21 DEC 1959

Rpt. 9

Date of writing report 4th Dec., 1959

Received London 14 DEC 1959

Port TRIESTE

No. 15088

Survey held at Trieste

No. of visits five

First date WRECK SECTION

Last date 23rd Nov., 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 3394 S.S. "NORTH RIVER" Gross tons 7054 Date of build 1944 - 12

Owners Cia. Atlantica Pacifica S.A. Ltd. Managers - Port of Registry Monrovia

Engines made 1944 By Fairfield Co., Ltd. Type T. 3 cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 220 lbs.

No. of Aux. Boilers 1 W.P. 220 lbs.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Compl. ABS- MBS & Boiler repairs

Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only) 15036

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100 A1	DS 6,58	+LMC	2,57
With freeboard		MBS	6,58
SS	2,57	ABS	6,58
		CL	2,57
		SPS	2,57
O.F.	10,47		

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

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 or I.C.) 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

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

12 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

VACUUM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

CRUISE BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

TIGHTENING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

WATER RE-HEATERS

STEAM RE-HEATERS

STEAM & MANOEUVRING VALVES

ENGINE DRIVEN PUMPS

PROTECTIVE CASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

The machinery of this vessel so far as now seen is in good condition

eligible in my opinion to remain as classed with fresh record of ABS-6,59 and MBS-9,59 as previously

recommended now, subject as previously recommended, but without condition of class regarding centre furnaces

starboard main boiler now dealt with.

Date of Committee TUESDAY - 5 JAN 1960

Decision MBS 9,59 subject

ABS 6,59

NOTED FOR POSTING

Noted for Header



003788-003799-0152

Vertical text on the left edge: "review, or when sent" and "LLOYD'S REGISTER"

Vertical text on the right edge: "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)

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

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

MAIN Port : 18.11.59 Good AUXILIARY, DONKEY or PRESS

Superheaters none

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. 220 lbs/sq.inch 220 lb/sq.inch

{ Spt.

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? yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none 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)

Port Main Boiler:- Lower outboard furnace found bulged on the 3rd, 4th and 5th corrugation for about 4". Drilling test carried out on the furnace and found 17 mm. thickness. This furnace has been faired and on completion calibrated satisfactorily.

Port outboard combustion chamber :- 5 stays between combustion chamber and shell plate renewed because of wastage.

Starbd. Main Boiler :- (Please see Trieste Rpt. N°.15036). The two centre furnaces have now been jacked back satisfactorily. The subject of class made to this boiler in the above report number should now be deleted.

S.R.L. (N°.172):- "ABS - 6,59 on completion". Survey now completed.

LEAVE THIS SPACE BLANK

MBS Survey fees Lit 20 000 -

B&E exps " 10 000 -

Damage fee Plate fee 5,000 -

Expenses... 5,700

Rev Tax 1,221

Date when A/c rendered 9/12/59

