

Rpt. 9

Date of writing report 9.2.60

Survey held at DUBLIN

Received London

No. of visits Nine

Port DUBLIN

First date 20.1.60

No. 8825

Last date 6.2.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23873 Name M.V. "NORMANBY HALL"

Gross tons 332

Date of build 1943 - 7

Owners Coppack Bros. & Co.

Managers

Port of Registry Chester

Engines made 1943 By Crossley Bros. Ltd., Mch.

Type Crossley

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat in Dry Dock Yes

Nature of Survey Damage, CS & TS

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

Last Report (For Head Office only)

Hull

+10001 coasting service
Great Britain & Ireland &
Continent Brest to Hamburg
Docking 3-59
SS. 12-56

Machinery

+IMC
Engines CS 12-56
TS(OG) 8-58
Oil engine

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 Propeller GOOD Wear Down of Stern Bushes Close fit Oil Glands Good Sea Connections --
Fastenings GOOD Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 27.1.60 Has Shaft been changed? No
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? No Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods. Side
Top Ends & Guides Centre4 Crankpins & Bearings Side
Centre GOOD

5 Journals & Bearings GOOD

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD †

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as far as now seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed with fresh record of CS with date on completion of the survey and to have the notation of TS(OG)1-60, subject to the main engine thrust collar being specially examined before the end of February, 1961.

Date of Committee

Decision

THURSDAY 25 FEB 1960

As new subject
TS 1.60

40m,358 T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

004387-004393-0032 1/2

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Lloyd's Register
Foundation

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, Cylinders & 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	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 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 Pumps			

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)

Yes - not required Underwriters' Surveyor - Casebourne & Turner, Liverpool.

Damage stated to have been caused by striking the Arklow Bank on the 19.1.60 - voyage Waterford to North Wales.

DAMAGE REPAIRS :-

Propeller - all blades broken - spare propeller now fitted and found satisfactory.

Tail shaft tried in lathe for truth and found satisfactory.

Fit of tail shaft in propeller verified and found in order.

Tail shaft key renewed.

Thrust shaft and intermediate shaft examined.

Crank shaft examined and clock gauged and verified and found satisfactory.

Oil gland examined.

Continued/...

Survey fees	CS	£8. 0s. 0d.
EE.Repairs	TS	3. 5s. 0d.
Damage fee		5. 0s. 0d.
Expenses...		16. 16s. 0d.
	£	33. 1s. 0d.

Date when A/c rendered 9.2.60.

Rpt. 9a.

Port of

DUBLIN

Continuation of Report No. 8825 dated 9th February, 1960 on the

m.v. "NORMANBY HALL"

S.R.I. - The main engine thrust shaft collar examined and considered efficient.

It was recommended that the main engine thrust shaft collar be again examined before the end of February, 1961.

ELECTRIC LIGHT REPAIRS.

Distribution Board in Wheelhouse, starboard side.

Burnt-out wiring and fuses disconnected and removed, and the following circuits re-wired :-

Port and starboard navigation lights.

Aft deck light.

Chart table light.

Telegraph.

Compass.

Steering standard light.

Mast light - part rewired.

Stern light cable - repaired.

2 socket outlets in wheelhouse - rewired.

All internal wiring in multi-way switch box - renewed.

Wiring to pilot lamps - renewed.

New mild steel supporting bars for fuse units - fitted.

8 fuse units - renewed.

2 dozen fuses - renewed.

Distribution board connected and all circuits tested and found satisfactory.

h. h. w.

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