

14 JAN 1960

Rpt. 9

Date of writing report 24.12.59.

Received London

Port GIBRALTAR

No. 4315

Survey held at GIBRALTAR

No. of visits Five

First date 26.11.59.

Last date 10.12.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23887 Name M.V. "NORRISIA"

Gross tons 8246 Date of build 3-1944

Owners Shell Company of Gibraltar Ltd. Managers

Port of Registry London

Engines made Belfast By Harland and Wolff Ltd. Glasgow.

Type B&W 4SA 6 cyl. oil engine.

No. of Main Engines One No. of Screws One

Records of Survey & Special Notations as per Register Book

No. of Main Boilers --- W.P. ---

No. of Aux./Donkey Boilers Two W.P. 150 p.s.i.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Part General examination.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull	Machinery
✠ 100A1	✠ LMC
(Dr.) 6/57	C.S. 6/57
	T.S. C.L. 3/56

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 Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft Tubeshaft been drawn? NO Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? NO

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

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

24 INTERMEDIATE SHAFTS & BEARINGS

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? NO

OPINION OF MACHINERY AND RECOMMENDATIONS

This report is submitted for the information of the Committee.

Date of Committee TUESDAY - 1 MAR 1960

Decision Deferred for TS

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 40 Auxiliary
39 Air Receivers & Safety devices—Main
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)
Not opened up for examination

		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
PROPULSION	PORT	STARBOARD		
a Generators			l 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

Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

AUXILIARY, DONKEY or PRESS Boilers

Not opened up for survey. It is known that the Starboard boiler requires extensive renewals of Plain tubes. Port boiler was in steam until 10.11.59.

Exhaust Gas Heated Economisers

Forced Circulating Pumps

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main

Auxiliary (over 3 in. bore)

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)

The mainengines have not been in use since the vessel arrived in Gibraltar Bay and was put into service as a bunkering Hulk, in 1958. The port and starboard auxiliary scotch boilers have been in service since then up till 10th November, 1959, when the vessel was taken off the bunkering service. Last date of annual boiler inspection was November, 1959.

The Auxiliary machinery such as boiler feed pumps, electrical generators, general service and ballast pumps, have been in service continually during the above mentioned bunkering period, but these units have not been maintained to classification requirements. Survey held on board whilst vessel was afloat and in Drydock.

Docked 24.11.59.

Undocked 4.12.59.

The following items were examined.

Propeller and fastenings - In good condition

Screw shaft - Not drawn for examination. Wear down $\frac{1}{8}$ ". Stern gland in good condition.

Sea valves and fastenings - In good condition.

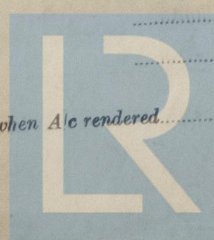
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Survey fees ... £20 - 0 - 0

Damage fee ...

Expenses... £5 - 0 - 0

Date when A/c rendered



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Lloyd's Register Foundation

Docking & CS. advanced
Submitted action re deferred
pending further survey at a UK port
12/7
ip/ke