

Rpt. 9

Date of writing report 26-6-62 /27/6/62

Received London

Port of Rotterdam

No.

Survey held at Rotterdam

No. of visits 23

First date 12-4-62

Last date 16-6-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42551 Name S.S. "NAGUSENA"

Gross tons 3486

Date of build 1945/9

Owners Anemi Compania Naviera S.A.

Managers

Port of Registry

Beiruth

Engines made 1945 By Roby & Co. Ltd.

Type ~~Oil engine~~ T 3 Cy. MN

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2SB W.P. 200 lb spt.

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

Surveyed Afloat or in Dry Dock both

Nature of Survey Cond. MBS, TS (CL) Dam. Rep.

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

Last Report (For Head Office only)

Hull	Machinery
+ 100A1	* LMC
with freeboard	
SS 2-60	ES 5-62
DS 8-61	MBS 9-61
	TS (CL) 8-61 SPS 2-60
	OF 3-52

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 re-wooded Oil Glands Sea Connections good
Fastenings good Has Screwshaft been drawn? yes Date of Examination 16-4-62 Has Shaft been changed? yes
Has Shaft now fitted been previously used? no Has Shaft now examined fitted a continuous liner? yes Approved oil gland? no

MAIN ENGINES (Recip. Steam ~~ENGINE~~)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods all good

2 Valves & Gears all good

3 Connecting Rods, Top Ends & Guides all good

4 Crankpins & Bearings all good

5 Journals & Bearings all 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

25 HOLDING DOWN BOLTS & CHOCKS good

26 CONDENSERS (MAIN & AUX) tested-good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS air/condensate - good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh records of M.B.S. 5-62 and T.S. (C.L.) N. 4-62, without the condition of class relating to propeller.

TUESDAY 31 JUL 1962

Date of Committee

Decision

TSN 4-62

MBS 5-62

Noted for Header

50m, 4, 59 T. (MADE AND PRINTED IN ENGLAND)

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J. van Son.

005174-005179-0051 1/2

Rpt. 9a

Port of ROTTERDAM

Continuation of Report No. 54158 dated 27th June 1962

on the

32 Essential Independent Pumps (Identify by position) Ballast - good; main circulating - good.

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 good 45 Windlass good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT	
PROPULSION	AUXILIARY EQUIPMENT
a Generators	1 Generators & Governors good
b Exciters	m Motors
c Air Coolers	n Switchboards & Fittings good
d Motors	o Circuit Breakers
e Air Coolers	p Cables good
f Control Gear, Cables, etc.	q Insulation Resistance good
g Insulation Resistance	r Shear Gear Generators and Motors
h Insulating Oil Test	s Navigation Light Indicators good
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 and starboard boiler examined throughout on 3/5/1962 - good

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to (Sat. 200 lbs. Spt. 205 lbs.)

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, good Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? yes, good Funnel effective

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 to the vessel and machinery stated to have been sustained by heavy weather on voyage from Pilos to Bayonne on the 14th and 15th March, 1962 and on passage from Bayonne to Rotterdam on the 4th and 6th April, 1962.

On examination this time found after coupling of thrustshaft circumferential cracked at fillet. Shaft rejected. Found journals of crankshaft slack in way of shrink fits. Crankshaft removed for repairs. Found white metal lining of all main and crankpin bearings not in efficient condition.

Now done:- Crankshaft re-built with new journals and pins. Report Nr. 10 and Nr. 6 covering this repair are attached to this report. Repaired crankshaft satisfactorily bedded in re-metalled bearings. Shaft deflections verified on completion. Found good. All crankpin bearings re-metalled and scraped fit. A new thrustshaft fitted. Identification marks: Lloyd's No. 3980 27-4-62 S.L.D. A.G. H.R.L.S. 9-5-62 S.W.

Cont'd.

Survey fees ... D.F.L. 400,-

Damage fee ... D.F.L. 600,-

Expenses ... k 59,-

Date when A/c rendered 10 JULY 1962

S.S. "MAGUSENA"

Further items as stated in this report examined at Owners' request.

Repairs now done:-

12 condenser tubes renewed. Condenser re-tested and found tight. Minor repairs carried out to Main circulating and ballast pump, windlass and steering machinery. Main condenser overboard discharge valve chest renewed. Identification marks: Lloyd's test Rot. 5 kg./cm² J.v.S. 7-5-'62. High and Lower main sea inlet valve chests repaired by E.W.

Auxiliary elec. equipment megger tested and readings brought up to Rules requirements.

Cables for navigation lighting renewed. Generators overhauled in place.

M.B.S.: Both main boilers examined. Found a considerable scale deposit in both boilers and furnaces of port boiler set down 2". Boilers de-scaled and furnaces of port boiler jacked up. On completion both boilers examined under steam, safety valves adjusted and oil burning arrangements examined working.

T.S. (C.L.): Found wear down of sternbush 3,5 mm. and cast iron propeller damaged. Screwshaft drawn. Shaft cone examined by magnetic crack detection. Found a number of cracks and the material slightly corroded on top of cone in way of keyway. The liner found badly grooved in way of stuffing box. Shaft rejected. Identification marks defaced by corrosion. New screwshaft satisfactorily fitted and lower half of lignum vitae renewed. Before the new shaft was fitted the fit of cone in propeller boss examined. Found good. Identification marks new shaft:- Lloyd's L.T.H. No. 4148 - W.C. - 19-2-'62.

S.R.L. Nr. 189: A new cast iron propeller identical to the previous propeller has been fitted this time. This item may now be deleted. Identification marks: Lloyd's Nr. 42217 Nwc. J.W.W. 27-10-'61.

On completion of the survey and repairs the main engine and auxiliary machinery tested under full working conditions with satisfactory results. Generator tested and found in order.

SURVEYOR TO LLOYD'S REGISTER



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