

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 7632

20th May, 1948 48 Port of Singapore 21st May, 1948 48
 Survey held at Singapore (Panjang Rhu. Pagar Panjang. M.V. "NORVEST".
 Date First Survey 25/10/47 Last Survey 22nd April, 1948
 816 on the Machinery of the "Norvest".

Vessel built at Fredrikstad By whom Sauter & Vinkel
 Engines made at Stamford By whom Blackstone & Co. Ltd.
 Boilers, when made (Horn) (Donkey)
 Owners: Shell Co. of Straits Settlements, Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)
 Managers: (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock: Thornycroft Slipway (2) Singapore Slipway (1)
 Voyage: local coast.

Particulars of Classification (which must be marked precisely as in Register Book in Appendixes)
 100 A I
 EXAMINED 3, 47 ROT.
 Oil Eng. Cleared
 Check off.

For service in the Malay & N.I. (check page).
 (Classification contemplated)
 Carrying Petroleum in bulk

What parts of the Boilers would not be thus thoroughly examined?
 None
 None

Present condition of furnace: good.
 To what pressure were they afterwards adjusted under steam?
 To what pressure were they afterwards adjusted under steam?

Is it a continuous line? SOLID BRONZE
 Is it a continuous line? Yes.
 Has the shaft been altered with previous speed? Yes.

20/1000 inch Is electric light? Yes
 Is it a continuous line? Yes.
 (Please see below)

Propeller, stern bush, sea connections (open & out) examined and found satisfactory.
 New shaft drawn in; solid bronze shaft, oil retaining appliances and stern tube bushes found satisfactory.

The machinery (main engine) opened out as far as necessary to verify particulars for First Entry Report. (Please see Secretary's letter "E" dated 3/11/47). All parts opened out were found in good condition. The main engine was subsequently examined under working conditions and found satisfactory.

The electrical equipment was examined and tested under working conditions; the fittings, the main and sub-distribution boxes were examined; the insulation of the installation is madder tested and after repairs as under was found satisfactory. The lay-out of accommodation space has been modified and a new wiring diagram is forwarded with the First Entry Report on the Oil Engine Machinery. A First Entry Report on the Electrical Installation has not yet been prepared. (Please see continuation sheet)

Moral Observations, Opinion, and Recommendation: The machinery of this vessel is eligible, in my opinion, to have the records of L.M.C. (with date as previously recommended) and T.S 10, 47 for all requirements for classification have been completed to the satisfaction of the Committee.

Cost of repairs: \$120-
 \$40-
 \$20-
 FRI, 6 AUG 1948
 Deferred

21/5/48 J.H.
 John H. Hermal
 Registrar Surveyor to Lloyd's Register of Shipping.

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M.V. "NORVEST"

the decision of the Committee regarding the fitting, or otherwise, of additional pumps in connection with the installation of the oil engine. The present electrical installation is adequate only for the existing lighting circuits.

The three air receivers were cleaned internally, examined and tested hydraulically to 790 lbs/sq. in.

The suction to the cargo pump from the sea has been blanked off in the engine room; a new (cast steel) suction valve, capable of being operated from the deck, has been fitted in the cofferdam space between frames 15 and 16.

A semi-rotary hand pump, permanently attached to the casing, and fitted with a foot-valve has been installed for the drainage of this space.

The original cofferdam between frames 14 and 15 is used as a cross bunker and a branch suction has been fitted to the original side bunker suction piping.

The portable salvage pump on deck was tested and found to be working satisfactorily.

A double plunger type hand pump is fitted for draining the fore peak and chain locker (1 suction) and the forward cofferdam (2 suction); control cocks are fitted on the lines, the pump discharges above the deck level. Sounding pipes and means of ventilation are fitted to the peaks and cofferdams.

The following approved plans are attached to the First Entry Report:-

Crankshaft

Flywheel

Air receivers

Screw shaft

Sent with Secretary's letter "E" 4/6/47
21/5/47 J.W.

Nos 381, 520 and A. 146 (Cargo and bilge piping and electrical equipment, sent with Secretary's letter "E" 3/11/47.

Amended electric wiring diagram showing wiring as now fitted (Note that two leads which originally passed through the pump room have now been removed and led wholly outside the pump room (on deck).

J.W.