

22 DEC 1959

Rpt. 9

Date of writing report 2nd Dec. 1959.

Received London SINGAPORE

No. 1364

Survey held at SINGAPORE

No. of visits One

First date And

Last date 30th Nov. 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in S.S. 23214 Name **"NEGOSAN"** Gross tons 2916 Date of build 2-1926
Owners **PAN NORSE STEAMSHIP CO. S.A.** Managers **-** Port of Registry **PANAMA**
Engine made **2-1926** By **RANKIN & BLACKMORE LTD.** Type **T 3Cy.**
No. of Main Engines **1** No. of Screws **1**
No. of Main Shafts **2 SB** W.P. **180 lb.**
No. of Aux. Decking Engines **-** W.P. **-**
Surveyed Afloat or in Dry Dock **Afloat**
Nature of Survey **Gen. Examination.**
Was Damage Report issued? **-** Int. Cert. **Yes**
Last Report (For Head Office only)

Records of Surveys & Special Notations as per Register Book		Machinery	
+100AL with freeboard.		+LMC	10/54
		MBS	4/59
Dkg.	11/58	TSCL	3/57
SS (Dr)	3/50 10/54	SPS	9/54
		OF	

Yes
Now
The condition 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 (such as "X") 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 for the purpose of testing, the pressure should be stated. Engines parts when referred to by numbers should be counted from forward.

DOCKING PROPULSION Water Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Stern Bushes Taken Shaft been fitted? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous flag? Approved oil glands?
MAIN ENGINES (Recip. or Turb.) **Generally - Efficient.**
1 Cyls, Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods & Top Ends & Spiders
4 Crankpins & Bearings
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls, Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
MAIN ENGINE DRIVEN SCAVENGE PUMPS
10 Cyls, Covers, Pistons & Rods
11 Connecting Rods & Top Ends
12 Crankpins & Bearings
13 Journals & Bearings
14 Valves
SCAVENGE BLOWERS
SUPERCHARGERS
MAIN TURBINES
15 Casings, Rotors, Blading, Bearings & Thrust

EXHAUST STEAM TURBINES (WITH RECIPIRING)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
16 Thrust Blocks, Shafts & Bearings
17 Intermediate Shafts & Bearings
18 Holding Down Bolts & Clutches
19 Condensers (Main & Aux.) **Generally - Efficient.**
20 Steam Re-Heaters
21 De-Superheaters
22 Stop & Manoeuvring Valves
23 Main Engine Driven Pumps
24 Crankcase Doors & Explosive Relief Devices
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in efficient condition, eligible in my opinion to remain as classed without fresh record of survey.
Have Main Engines been tested working and manoeuvring? **Yes**

Date of Committee LERIDAY 29 JAN 1960

Deputation

27 Essential Independent Pumps (Identify by position) ALL PUMPS - GENERALLY - EFFICIENT.
28 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Generally-Efficient.
29 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Generally-Efficient.
30 Fresh Water Pumps 31 Lub. Oil Coolers 32 Heaters (state service)
33 Independent Air Compressors, Coolers & Safety Devices
34 Air Receivers & Safety devices - Main 40 Auxiliary
35 Oil Fuel Tanks (Not forming part of hull structure)
36 Evaporators 37 Have Evaporator Safety Valves been tested under steam?
38 Steaming Machinery Generally-Efficient 39 Windlasses Generally-Efficient 40 Extinguishing Arrangements Generally-Efficient.

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators			1 Generators & Governors Generally-Efficient.
b Exciters			
c Air Coolers			m Motors -
d Motors			
e Air Coolers			n Switchboards & Fittings Efficient
f Control Gear, Cables, etc.			o Circuit Breakers - " -
g Insulation Resistance			p Cables - " -
h Insulating Oil Test			q Insulation Resistance - " -
i Overspeed Governors			r Steering Gear Generators and Motors -
j Magnetic Couplings			s Navigation Light Indicators Efficient.
k Air Gap			

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)

NOW DONE:- Machinery generally examined under working conditions in accordance with circular No. 1959. Bilge pumps tested and found satisfactory.
Electrical installation examined and both steam dynamos tested for governing and compounding and found satisfactory.

It is recommended that the Owner's request for the E.S. to be deferred until February 1960 merits the favourable consideration of the Committee.
It is considered that the machinery is efficient meanwhile.

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Survey fees \$100 Gen Exam (7)
Damage fees
Expenses

Date when A/c rendered 2/12/59