

Rpt. 9

Date of writing report 24.9.59. Received London Port Liverpool. No. 152710
 Survey held at Liverpool. No. of visits Four. First date 31.7.59. Last date 1.9.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23475 Name M.V. "NICOYA" Gross tons 3843 Date of build 1935
 Owners Elders & Fyffes Ltd. Managers Port of Registry London
 Engines made 1935 By Bremer Vulkan Type 2DA 5Cy. MAN

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Main Engines 1 No. of Screws 1	100A1. 4,59	LMC,CS. 1,56
No. of Main Boilers - W.P. -	S.S. 6,55	TS,CL. 1,59
No. of Aux./Donkey Boilers - W.P. -		
Surveyed Afloat or in Dry Dock Afloat		
Nature of Survey C.S.		
Was Damage Report issued? No Int. Cert.? Yes		
Last Report (For Head Office only)	with freeboard.	

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..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....
- Fastenings..... Has Screwshaft Tubeshaft been drawn?..... Date of Examination..... Has Shaft been changed?.....
- Has Shaft now fitted been previously used?..... Has Shaft now examined/fitted a continuous liner?..... Approved oil gland?.....
- MAIN ENGINES ~~(2 or I.C.)~~ ~~BONE~~ ~~SCAVENGE~~
- 1 Cyls., Covers, Pistons & Rods.....
- 2 Valves & Gears.....
- 3 Connecting Rods, Top Ends & Guides { Side.....
Centre No. 2 Good.
- 4 Crankpins & Bearings { ~~Side~~
Centre Nos. 1 & 2 Good.
- 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?.....

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in our opinion eligible to remain as classed with fresh record of CS (with date) on completion of the survey. Subject to the main circulating water low injection valve chest being renewed by 10.59.

FOR THE INFORMATION OF THE COMMITTEE:- THIS VESSEL LEFT GARSTON ON 21.9.59 FOR BREAKING UP AT BRITON FERRY, SOUTH WALES.

Date of Committee LIVERPOOL 13 OCT 1959
 Decision transmit to London

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 P. H. Yellie
 Engineer Surveyor to Lloyd's Register of Shipping
 R. H. Thwait

003357-003368-0012

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, Coolers & Safety Devices Inboard = Good.

39 Air Receivers & Safety devices—Main 40 Auxiliary Good.

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		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	AUXILIARY EQUIPMENT
a Generators		l Generators & Governors	-
b Exciters		m Motors	Good.
c Air Coolers		n Switchboards & Fittings	Good.
d Motors		o Circuit Breakers	Good.
e Air Coolers		p Cables	Good.
f Control Gear, Cables, etc.		q Insulation Resistance	Good.
g Insulation Resistance		r Steering Gear Generators and Motors	Good.
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 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 Auxillary (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)

S.R.L. Regarding low injection valve chest.
Nothing done at this time.

S.R.L. Regarding F.P. diesel generator attached compressor crankshaft. A new crankshaft now fitted, manufactured from tested material, and placed in good order.

In the above circumstances it is submitted that this item be deleted from the S.R.L.

LEAVE THIS SPACE BLANK

Noted as recommended
checked on this report
29.10.59
C.H.B.

P.R.L. Repair
CS fee
Survey fees £ 5-0-0
Electrical fee £ 15-0-0
Damage fee £ 30-0-0
Expenses... £ 1-10-0

Date when A/c rendered

