

Rpt. 9

Date of writing report 13.8.62.

Survey held at GLASGOW

Received London

No. of visits 3

Port G L A S G O W

First date 1.8.62.

No.

Last date 9.8.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74845 T.S.S. "NORDIC"

Owners Prince Line Ltd.

Managers Furness, Withy & Co. Ltd.

Gross tons 9485 Date of build 1943-10

Port of Registry London

Engines made 1943

By William Doxford & Sons Ltd.

Type 2 Oil Engines 2SA each 4 cy. 600

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

x 2320 m.m.

No. of Main Boilers - W.P. -

No. of Aux. Donkey Boilers 2 W.P. 120 lbs./sq. in.

Surveyed Afloat or in Dry Dock Afloat & Dry Dock

Nature of Survey DBS, CS, Docking, SRL.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
+ 100 A.1 DS 8.61	+ LMC C.S. 2.61
With Freeboard	D.B.S. 8.61
S.S. 8.61	TSCL p.&s. 8.61
	SPS 7.60
CSD	
Butts of Keel & Fwd. Side Shell	Oil Engine

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 Port .07" Oil Glands - Sea Connections -
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? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

Side No. 4 Guide - Good

No. 3 - Good

4 Crankpins & Bearings

Side No. 2, No. 3 - Good

No. 3 - Good

5 Journals & Bearings

No. 4, No. 6 - 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

24 INTERMEDIATE SHAFTS & BEARINGS No. 1, 3, 6 & 7 Bearings - Good

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS All H.P. Fuel Pumps - Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in safe working condition and eligible in our opinion to remain as classed with fresh records of D.B.S. 8.62 when the safety valves of the upper (Clarkson) exhaust gas boiler have been adjusted under steam and C.S. (with date) when the survey has been completed subject to starboard main engine No. 4 unit top guide Metalock repairs being specially examined by 7.63 (2 year's limit) and to all 'A' frames in port and starboard main engines being specially examined and dealt with as necessary by 2.63 (12 month's limit) but without condition regarding port main engine No. 2 cylinder jacket and starboard side ballast low injection valve ice clearing connection.

Date of Committee

Decision

GLASGOW 28 AUG 1962

20m,10,61 T. (MADE AND PRINTED IN ENGLAND)

for Header

As now, suspect. DBS. 8.62.

E.H. Barth & C. A. Timms
Engineer Surveyor to Lloyd's Register of Shipping
(E. H. BARTH & C. A. TIMMS)

011988-011994-0134 1/2

If certificate is required state where to be sent.

