

Rpt. 9

30 AUG. 1962

Date of writing report 13.8.62.

Received London

Port G L A S G O W

No. 93818

Survey held at GLASGOW

No. of visits 3

First date 1.8.62.

Last date 9.8.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74845 ^{T.S.S.} Name M.V. "NORDIC" Gross tons 9485 Date of build 1943-10
 Owners Prince Line Ltd. Managers Furness, Withy & Co. Ltd. Port of Registry London
 Engines made 1943 By William Doxford & Sons Ltd. Type 2 Oil Engines 2SA each 4 cy. 600 x 2320 m.m.
 No. of Main Engines 2 No. of Screws 2
 Records of Survey & Special Notations as per Register Book

No. of Main Boilers	W.P.	Hull	Machinery
No. of Aux. Donkey Boilers 2	W.P. 120 lbs./sq. in.	+ 100 A.1 DS 8.61	+ LMC C.S. 2.61
Surveyed Afloat or in Dry Dock	Afloat & Dry Dock	With Freeboard	D.B.S. 8.61
Nature of Survey	DBS, CS, Docking, SRL.	S.S. 8.61	TSOL p.&s. 8.61
Was Damage Report issued? No	Int. Cert.? Yes		SPS 7.60
Last Report (For Head Office only)		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 Starboard .108" 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
 Centre
 4 Crankpins & Bearings Side No. 2, No. 3 - Good No. 3 - Good
 Centre
 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

SCAVENGE BLOWERS
 16
 SUPERCHARGERS
 17

MAIN TURBINES
 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 19
 STEAM COMPRESSORS
 20
 CLUTCHES & HYDRAULIC COUPLINGS
 21
 REDUCTION GEARING
 22

THRUST BLOCKS, SHAFTS & BEARINGS
 23
 INTERMEDIATE SHAFTS & BEARINGS No. 1, 3, 6 & 7 Bearings - Good
 24
 HOLDING DOWN BOLTS & CHOCKS
 25

CONDENSERS (MAIN & AUX.)
 26
 STEAM RE-HEATERS
 27
 DE-SUPERHEATERS
 28
 STOP & MANOEUVRING VALVES
 29
 MAIN ENGINE DRIVEN PUMPS All H.P. Fuel Pumps - Good
 30

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 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) Noted 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)
 Lloyd's Register Foundation
 011988-011994-0134 1/2

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

4/8/62

22 Essential Independent Pumps (Identify by position) Starboard main lub. oil pump - Good.

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

25 Fresh Water Coolers 26 Lub. Oil Coolers 27 Heaters (state service)

28 Independent Air Compressors, Coolers & Safety Devices

29 Air Receivers & Safety Devices—Main 30 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 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

Table for boiler examination details including Main, Superheaters, Safety Valves, Mountings, Doors & Fastenings, Safety Valves Adjusted to, Boiler Securing Arrangements, Main Economisers, Steam Heated Steam Generators, and Forced Circulating Pumps.

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)

To complete the donkey boiler survey the safety valves of the Upper (Clarkson) exhaust gas boiler remain to be adjusted under steam. It was stated by the Owners' Representative that the safety valves would be adjusted by the Chief Engineer when at sea and his report forwarded in due course.

Repairs:- Port main engine No. 2 Centre crankpin bearing renewed (Ship's spare), No. 3 Centre crankpin bearing remounted, No. 1 Intermediate shaft bearing pads renewed, No. 4 Centre guide shoe remounted.

Starboard main engine No. 3 Centre guide shoe remounted. S.R.L. Appendix regarding spare tailshaft not being used before fitting new liner. Spare tailshaft with new liner fitted now placed on board. Liner identification marks 2511312 0212 LR YA 28.5.62.

It is recommended that this item be deleted from the S.R.L. Appendix. S.R.L. regarding starboard side ballast low injection valve ice clearing connection being dealt with at next dry docking.

LEAVE THIS SPACE BLANK

Survey fees Part C.S. £20 : 0 : 0
D.R.S. £15 : 0 : 0
Repairs £12 : 12 : 0

Damage fee ...
Expenses... £ - : 9 : 0

Date when A/c rendered 24 AUG 1962

Handwritten notes: D.B.S. 8.16.62 means... as (sic) advised... please refer to... practical new... please refer to... as (sic) advised... please refer to... practical new...



on the S.S./M.S. "NORDIC"

Starboard side ballast low injection valve ice clearing connection now renewed stamped for identification L.R. GLS. CT 6.8.62.

It is recommended that this item be deleted from the Special Reasons List.

S.R.L. regarding Metallock repairs to port main engine No. 2 cylinder jacket in way of starting valve pocket being examined by 10.62. No. 2 port main engine cylinder liner and jacket renewed at this time, identification marks LLOYD'S TEST 21.9.56.

7 KG. LR.

It is recommended that this item be deleted from the Special Reasons List.

S.R.L. regarding starboard main engine No. 4 unit top guide being examined by 7.63. Nothing done at this time.

S.R.L. regarding all 'A' frames of port and starboard main engines being specially examined and dealt with as necessary by 2.63 (12 month limit). Nothing done at this time.

Handwritten signature: E.H. Barth

Surveyor to Lloyd's Register. (E. H. BARTH).

