

28-3-60

Durban

Received London

No. of visits 3

DURBAN

Port

First date 19-3-60

25 APR 1960 8764

Last date 21-3-60

OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

Name **XX** "NAHOON" Gross tons 788 Date of build 1936-1
Coasters (Prop.) Ltd. Managers C.G. Smith & Co. Ltd. Port of Registry Durban
936 By Aitchison, Blar Ltd. Type T 3Cy

No. of Screws 1
1 SB W.P. 200 lb

Boilers 1 W.P. 100 lb

Dry Dock Afloat

Repairs

Issued? No Int. Cert? Yes

Head Office only

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100 A1		+LMC	6,56
	2,59	MBS	M 2,59
SS	6,56	DBS	d 7,59
		TS	2,59
		SPS	6,56

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 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 plus (+) should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Examination 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 of the machinery has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Wear Down of Stern Bushes Oil Glands Sea Connections

Has Screwshaft/Tubeshaft been drawn?

Date of Examination

Has Shaft been changed?

Has been previously used?

Has Shaft now examined/fitted a continuous liner?

Approved oil gland?

(Recip. Steam or I.C.)

PORT

STARBOARD

Shafts & Rods

Side

Centre

Side

Centre

Engines

DRIVEN AIR COMPRESSORS

Shafts & Rods

& Top Ends

Rings

Engines

Devices

DRIVEN SCAVENGE PUMPS

Shafts & Rods

& Top Ends

Rings

Engines

POWERS

RS

S

Blading, Bearings & Thrusts

M TURBINES (WITH RECIP. ENGINES)

ESSORS

HYDRAULIC COUPLINGS

CLARKING

S. SHAFTS & BEARINGS

SHAFTS & BEARINGS

N BOLTS & CHOCKS

MAIN & AUX.)

TERS

ERS

UVRING VALVES

DRIVEN PUMPS

ORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

MACHINERY AND RECOMMENDATIONS The Machinery of this ship is in safe working order and in my opinion to remain as classed, subject to repair of air pump being specially before the end of June, 1960.



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Lloyd's Register
Foundation

Engineer Surveyor to Lloyd's Register of Shipping

Signature is required state where to be sent

Identify by position)

Lines, Fittings & Controls

gements & Fittings in the machinery space been examined as considered necessary?

³⁶ Lub. Oil Coolers

³⁷ Heaters (state service)

oolers & Safety Devices

Main

⁴⁰ Auxiliary

of hull structure)

⁴³ Have Evaporator Safety Valves been tested under steam?

⁴⁵ Windlass

⁴⁶ Fire Extinguishing Arrangements

by position)

ELECTRICAL EQUIPMENT

PORT

STARBOARD

AUXILIARY EQUIPMENT

¹ Generators & Governors

^m Motors

ⁿ Switchboards & Fittings

^o Circuit Breakers

^p Cables

^q Insulation Resistance

^r Steering Gear Generators and Motors

^s Navigation Light Indicators

MINED (Identify by position and state latest date of internal examination of each boiler)

AUXILIARY, DONKEY or PRESS

Exhaust Gas Heated Economisers

Steam Generator Safety Valves Adjusted to

ate Controls examined working in accordance with Rules?

Forced Circulating Pumps

ndrical boiler smoke boxes been examined as required by Rules?

Funnel

STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which

at on the 17th March, 1960, whilst on a voyage from East London to Durban
oloped in the main engine attached air pump. The main engine was stopped

by the ship's staff it was found that the air pump (Edwards Type) bucket
at had worked loose and fouled the top valve plate in the cylinder. The nut
ened up and a new locking dowel fitted. Further examination revealed that
ottom lugs securing the air pump casting to the main engine columns were
ctured. The air pump was shored up with timber and the ship proceed on
er voyage to Durban.

NOW DONE: Air pump opened out and examined and no internal
damage found.

The locking dowel for the bucket rod nut was found to be a bad fit
and working loose. The bucket nut/and a new dowel pin hole

/was hardened
up

Survey fees

£11. 0. 0.

Spec. Attend. Fees

£ 4. 10. 0.

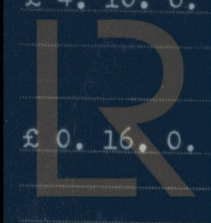
Damage fee

Expenses

£ 0. 16. 0.

Date when A/c rendered 23/3/60.

LEAVE THIS SPACE BLANK



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"NAHOON"

pped and a screwed locking dowel fitted.

ed lugs were veed out and welded and a heavy mild steel band fitted round
asting and bolted to columns also two mild steel stays fitted.

on main engines tried and repair found to be satisfactory.

itted that this repair be specially examined before the end of June, 1960.

