

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 20th NOVEMBER 1944. When handed in at Local Office 28th NOVEMBER 1944.

Received at London Office 29 NOV 1944

Port of GREENOCK

No. in Survey held at GREENOCK
Reg. Book 5Date, First Survey 17th JUNE 1943Last Survey 24th NOVEMBER 1944

(Number of Visits 78)

on the

"NADIR"

Tons { Gross 5497.31
Net 3006.68

Built at PORT GLASGOW.

By whom built

LITHGOWS LD.

Yard No. 1004

When built 1944

Engines made at GREENOCK

By whom made

RANKIN & BLACKMORE LD.

Engine No. 497

When made 1944

Boilers made at GREENOCK

By whom made

RANKIN & BLACKMORE LD.

Boiler No. 497

When made 1944

Registered Horse Power

Owners ASIATIC STEAM NAVIGATION CO. LD.

Port belonging to LONDON.

Nom. Horse Power as per Rule

517

Is Refrigerating Machinery fitted for cargo purposes.

No.

Is Electric Light fitted.

YES

Trade for which vessel is intended

FOREIGN.

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 24 1/2" x 41" x 70"

Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Revs. per minute 72

Crank shaft, dia. of journals

as per Rule 14 1/2"

as fitted 14 1/2"

Crank pin dia.

14 1/2"

Crank webs

Mid. length breadth

Thickness parallel to axis 9"

Mid. length thickness

Thickness around eye-hole 6 1/4"

Intermediate Shafts, diameter

as per Rule 13.53"

as fitted 13 3/4"

Thrust shaft, diameter at collars

as per Rule 14 1/2"

as fitted 14 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 14.99"

as fitted 15 1/2"

Is the

shaft fitted with a continuous liner

YES

Bronze Liners, thickness in way of bushes

as per Rule 7.51"

as fitted 7 1/8"

Thickness between bushes

as per Rule 5.65"

as fitted 3 1/4"

Is the after end of the liner made watertight in the

propeller boss

YES

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive.

If two liners are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after end of the tube

at No.

If so, state type

Propeller, dia. 17-6"

Pitch

17-8" MAX.

No. of Blades 4

Material

C.I.

Length of Bearing in Stern Bush next to and supporting propeller

62"

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

10 1/2" x 8" x 22" (Twin)

Pumps connected to the

Main Bilge Line

No. and size

1-12 1/2" x 14" x 24"

1-8" x 9" x 18"

How driven

STEAM

How driven

STEAM

Ballast Pumps, No. and size ONE 12 1/2" x 14" x 24"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room

3-3" dia

In Pump Room

In Holds, &c.

No. 1-20 3/4"

No. 2-20 3/4"

No. 3-20 3/4"

COFFEROOM

10 1/2"

No. 4-20 3/4"

No. 5-20 3/4"

TUNNEL WELL-10 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

ONE-9"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

ONE-5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

YES

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

YES

Are all Sea Connections fitted direct on the skin of the ship

YES OR ON RESERVOIR

Are they fitted with Valves or Cocks

BOTH

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

YES

Are the Overboard Discharges above or below the deep water line

OTHERS ABOVE

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

YES

Are the Blow Off Cocks fitted with a spigot and brass covering plate

YES

What Pipes pass through the bunkers

FOR HOLD SUCTIONS

How are they protected

WOOD CASINGS

What pipes pass through the deep tanks

Have they been tested as per Rule

YES

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

YES

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another

YES

Is the Shaft Tunnel watertight

YES

Is it fitted with a watertight door

ACCESS BY TRUNK FROM UPPER DECK

worked from

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

7266 sq

Which Boilers are fitted with Forced Draft

3. MAIN

Which Boilers are fitted with Superheaters

No. and Description of Boilers 3 S.E. MULTITUBULAR

Working Pressure

230 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

YES

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

YES

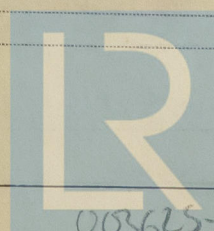
State the principal additional spare gear supplied

The foregoing is a correct description.

FOR RANKIN & BLACKMORE, LTD.

MANAGING DIRECTOR.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - - - (1943) JUNE 17. AUG. 31. OCT. 6. 18. 21. NOV. 17. 29. DEC. 17. 28. (1944) JAN. 5. 7. 17. 19. 24. 31. FEB. 4. 14. 21. 29. MAR. 3. 10. 16. 21. 24. 29. APRIL 4. 10. 14. 19. 21. MAY 2. 9. 15. 24. JUNE 1. 14. 19. 24. 29. JULY 13. 17. 18. 20. 26. 28. AUG. 1. 5. 11. 14. 28. 29. SEPT. 1. 4. 5. 7. 11.
During erection on board vessel - - - 13. 19. 25. 24. OCT. 4. 6. 16. 18. 19. 20. 23. 26. 24. NOV. 1. 2. 3. 4. 10. 15. 24.
Total No. of visits 48.

Dates of Examination of principal parts—Cylinders 5.8.44. Slides 5.9.44. Covers 5.9.44
Pistons 5.9.44. Piston Rods 11.9.44. Connecting rods 11.9.44
Crank shaft 1.6.44. Thrust shaft 4.9.44. Intermediate shafts 1.9.44
Tube shaft 1.9.44. Screw shaft 5.8.44. Propeller 1.9.44
Stern tube 1.9.44. Engine and boiler seatings 18.9.44. Engines holding down bolts 2.11.44
Completion of fitting sea connections 7.9.44
Completion of pumping arrangements 7.11.44. Boilers fixed 27.10.44. Engines tried under steam 15.11.44
Main boiler safety valves adjusted 7.11.44. Thickness of adjusting washers P 9/16. CS 3/8. S. S 7/16. No 12455
Crank shaft material Steel. Identification Mark MS 1.6.44. Thrust shaft material Steel. Identification Mark MS 4.9.44
Intermediate shafts, material Steel. Identification Marks MS 1.9.44. Tube shaft, material Identification Mark
Screw shaft, material Steel. Identification Mark MS 5.8.44. Steam Pipes, material S.D. Steel. Test pressure 690 lbs. Date of Test Oct. Nov. 1944
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150° F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case? Yes. If so, state name of vessel. MALIKA. Greenock. Report No. 22473.
General Remarks (State quality of workmanship, opinions as to class, &c. Here engines and boilers have been built under Special Survey in accordance with the Rules and the approved plans, securely fitted in the Vessel and tried under steam satisfactorily. The materials and workmanship are good. The machinery is eligible, in my opinion, to have the Record of L.M.C. 11.44 and the Notation S.C.L. and 3 Single Boilers F.D.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 100 : 17 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 24th Nov 1944
When received, 19.

M. Caldwell.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... GLASGOW 28 NOV 1944
Assigned -/- LMC 11.44