

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 7/3 1953 When handed in at Local Office 9th MARCH 1953 Port of GREENOCK
 in Book, Survey held at GREENOCK Date First Survey 7/1/53 Last Survey 5/3 1953
 (No. of Visit 20)

338 on the Machinery of the SSM NADIR Steel Woolmer
 Gross 5497 Vessel built at PORT GLASGOW By whom LITHGOWS LTD When 1944-11
 Net 3007 Engines made at GREENOCK By whom RANKIN & BLACKMORE LTD When 1944-11
517 Boilers, when made (Main) 1944 (Donkey) -
 Owners ASIATIC STEAM NAV CO LTD Owners' Address -
 of Main Boilers 358 Managers - Port LONDON Voyage -
 of Donkey Boilers - If Surveyed Afloat or in Dry Dock BOTH CARVER DRY DOCK
 Main Pressure 230 lbs/0 (State name of Dock.) & JAMES WATT DOCK

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.
 Years assigned now expired.
 Machinery and Boiler Surveys (including date of N.B., if any)

Report No. - Port -
 Particulars of Examination and Repairs (if any) DOCKING, L.M.C. OF CONVERSION & ALTERATIONS
 Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. -
 A damage report made by anyone else? If so, by whom? -
 Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes
 " " Donkey " " " " -
 If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -
 What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -
 Latest date of internal examination of each boiler P.C. + S 2/3/53 Present condition of funnel(s) EFFICIENT
 Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 230 lbs/0
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -
 Did the Surveyor examine all the manholes, doors, and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -
 Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -
 Has the screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No
 Has the shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -
 Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 5/52 State the wear down in the stern bush 5/52 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now done for Docking Vessel placed in dry dock + Pospeller, aft end stem tube + all outside fastenings examined + found in efficient condition. All sea valves (injection + discharge) opened up + examined + found in efficient condition.

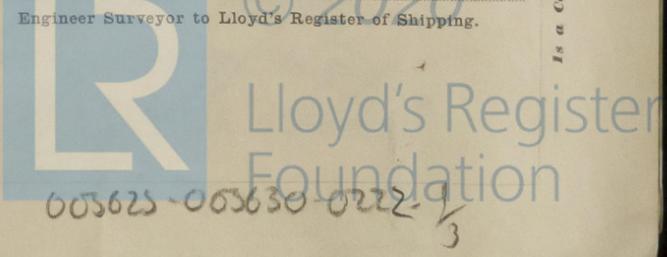
Now done for BS Port, Centre + Starboard main boilers opened up + examined internally + externally together with safety valves, manholes, doors + their fastenings + all mountings + all found or placed in efficient condition. Boilers examined under steam to 5/6 satisfactorily adjusted to above pressure. Oil fuel unit, extended spindles, quick release valves, steam smothering + fire extinguishing equipment examined + tested under working conditions + found satisfactory.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far as
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)
is seen in efficient condition + eligible in any opinion to remain as classed with fresh record of + L.M.C. 3/53 + with hot water fitted for O.F 3/53 feed point above 150°F

Survey Fee (per Section 23) BS 15 00 00
LMC 37 00 00
AF CONVERSION 30 00 00
ELECTRICAL ALTERATIONS 6 00 00
5 00 00
 Special or Repair Fee (if any) £10 10 00
 Late Attendance Fee 5/3/53 4 4 0
 Travelling expenses (if chargeable) £
 Fees applied for, 12th MAR 1953
 Received by me, H. J. Brown
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute -
 Assigned + L.M.C. 3.53
Fitted for oil fuel 3.53. F.P. above 150°F
 CERTIFICATE WRITTEN. 005625-005630-0222-1
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Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to



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Now done for M.S The following main machinery opened up & examined & found in efficient condition

M. Engine HP. 1P & LP cylinders together with lines, covers pistons, piston rods, crossheads & guides, top end bearings & pins, connecting rod, & bottom end bearings & crank pins crankshaft journals & main bearings & valves & valve gear thrust block, shaft, collar & pads & intermediate shafting & bearing

Main engine driven, air, sanitary & bilge pumps & driving levers

Main condenser & main steam pipes examined & hydraulically tested & found satisfactory

The following auxiliary machinery opened up & examined & found in efficient condition

Fore & aft feed pumps, Fore G.D. pump (crash) G.D. pump circulating pump, Ballast pump, sanitary & bilge pump, on board & outboard generators, fan engine, F.W. pump & evaporator. Steering engine & windless

Auxiliary condenser examined & hydraulically tested Electrical installation examined & megger tested & found satisfactory

Ballast & bilge pumping arrangements opened up & examined & found satisfactory

On completion of survey, all main & auxiliary machinery examined & tested under working conditions & found satisfactory including steering engine windless & pumping arrangements

Now done for conversion to oil fuel & alterations

Wall send Slipway Howden system oil burning unit No F 2955 with G & V Work pumps No 250966 & No 250967 together with transfer pump G & V Work No 264246 & fire pump Hamworthy type D₂ No 91931 giving 100ft head at 1200 RPM (this latter being driven by Russel & Newbury diesel engine 10F 750/11.5 BHP at 1300 RPM in steering engine house) together with all necessary fittings, as per Rules, approved plans & Secretary's letters, now placed on board

Oil fuel filling lines & hot oil lines tested as per Rules requirements, examined under working conditions & found satisfactory (for tank heating coils please see report &

Steam smothering perforated steel pipes installed under boilers & around O.F. unit, examined & tested & found satisfactory

Stokehold 2 sand bins, 1 off 10 gallon & 2 off 2 gallon chemical

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extinguishers + 2 off canvas hoses with jet + spray nozzles
 Engine room 2 off 5 gallon chemical extinguishers + 2 off canvas
 hoses with jet + spray nozzles

all extended spindles + quick release valves fitted as per
 Rules. No funnel dampers + no lead pipes fitted

The whole system examined + tested on completion + found
 satisfactory

Now done for repairs (wear + tear) Small fractures on gill
 back tube plates between margin stay tubes in all three
 boiler keels + electrically welded + stay tubes 14 in number
 renewed in way

Center boiler Port longitudinal butt strap, one rivet renewed
 + seams caulked in way

H.B. Brown



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Foundation