

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 SSV NADIR

Gross 5497 Vessel built at PORT GLASGOW By whom LITHGOWS LTD Year. Month. 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 (if not already recorded in Appendix to Register Book)
 of Donkey Boilers — Port LONDON Voyage —
 m Pressure— 230 lbs/10 If Surveyed Afloat or in Dry Dock BOTH GARVER DRY DOCK
 Main Boilers 230 lbs/10 (State name of Dock.) & JAMES WATT DOCK
 Donkey Boilers —

st Report No. — Port —
 Particulars of Examination and Repairs (if any) DOCKING, LMC OF CONVERSION
& ALTERATIONS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 " " " " " " " " " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

Did the Surveyor examine the Safety Valves of the Donkey Boilers? —

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has the screw shaft now been drawn and examined? No

Has the shaft now been changed? If so, state reasons.

Has an approved oil retaining appliance fitted at the after end? No

Has the shaft now fitted been previously used? Has it a continuous liner?

Has an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft.

State the wear down in the stern bush 5/32

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

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

How done for Docking Vessel placed in dry dock + Propeller, aft

and stern tube + all outside fastenings examined + found in efficient

condition. All sea valves (injection + discharge) opened up + examined

+ found in efficient condition

How 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 1/2 psi satisfactorily adjusted to above

pressure. Oil fuel unit, extended spindles, guide 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

BS 3,3, LMC 140 lb., FD, &c.)

is in an efficient condition + eligible in my opinion to

remain as classified with fresh record of + LMC 3/53 + with water

fitted for O.F 3/53 fresh paint above 150°F

Survey Fee (per Section 23) BS 15 00 00

Special or Repair Fee (if any) LMC 37 00 00

Travelling expenses (if chargeable) AF CONVERSION 30 00 00

Committee's Minute ELECTRICAL 6 00 00

Assigned ALTERATIONS 5 10 00

LMC ATTENDANCE FEE 5/3/53 4 4 0

+ LMC 3.53

Fees applied for,

12th MAR 1953

Received by me,

17 MAR 1953

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CERTIFICATE WRITTEN

005625-005630-0222-1

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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 liners, 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 & pins & 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

Forward & aft feed pumps, Forward G.D. pump (crash) G.D. pump. Circulating pump, Ballast pump, Sanitary & bilge pump, Inboard & outboard generators, fan engine, F.W. pump & evaporator. Steering engine & windlass.

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 windlass & pumping arrangements.

Now done for conversion to oil fuel & alterations

Wall send. Shipway. Howden system oil burning unit No F2955 with G & J Work pumps No 250466 & No 250867 together with transfer pump G & J 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 10F750/11.5BHP 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
 boilers Keel + 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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