

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

FEB 27 1941

Date of writing Report

When handed in at Local Office

25. 2. 1941 Port of GLASGOW

No. in Survey held at
Reg. Book.

Date, First Survey 18. 7. 40 Last Survey 11. 8. 1941

(Number of Visits 4)

on the

S/S

"NASPRITE"

Tons

Gross 965

Net 306

Built at

Glasgow

By whom built

Blythwood SB Co. Ltd.

Yard No. 65

When built 1941

Engines made at

-do-

By whom made

David Rowan & Co. Ltd.

Engine No. 1067

When made 1941

Boilers made at

-do-

By whom made

-do-

Boiler No. 1067

When made 1941

Registered Horse Power

-

Owners

The Admiralty

Port belonging to London

Nom. Horse Power as per Rule 162

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion

Revs. per minute

Dia. of Cylinders

15-25 1/2-41"

Length of Stroke

30"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 8.165"

Crank pin dia.

8 1/2"

Crank webs

Mid. length breadth 16 1/2" above

Thickness parallel to axis

5 3/8"

Intermediate Shafts, diameter

as per Rule 7.776"

as fitted

8"

Thrust shaft, diameter at collars

as per Rule 8.165"

as fitted

8 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.567"

as fitted

8 7/8"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 5.564"

as fitted

9 1/8"

Thickness between bushes

as per Rule 4.17"

as fitted

1/2"

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

Yes

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

shaft

No

If so, state type

-

Length of Bearing in Stern Bush next to and supporting propeller

3'0"

Propeller, dia.

9'6"

Pitch

11'6"

No. of Blades

4

Material

C.I.

whether Moveable

No

Total Developed Surface

31.5 sq. feet

Feed Pumps worked from the Main Engines, No.

None

Diameter

-

Stroke

-

Can one be overhauled while the other is at work

-

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

2 @ 7 1/2" x 5" - 12"

Pumps connected to the

No. and size

2 @ 7 1/2" x 7" x 15"

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

None

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

1 @ 2 1/2" in E.R. 2 @ 2" in B.R. and 2 @ 2" oily bilge

In Pump Room

-

In Holds, &c.

-

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

1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

2 @ 3"

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

Are they fitted with Valves or Cocks

Port

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

Below

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

-

How are they protected

-

What pipes pass through the deep tanks

-

Have they been tested as per Rule

-

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

-

Is it fitted with a watertight door

-

worked from

-

MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers

2624

Which Boilers are fitted with Forced Draft

2 main

Which Boilers are fitted with Superheaters

None

No. and Description of Boilers

2 Single-ended

Working Pressure

190 lb/sq. in.

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

Yes

Main Boilers

Yes

Auxiliary Boilers

-

Donkey Boilers

-

(If not state date of approval)

Superheaters

-

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

List attached.

The foregoing is a correct description.

For David Rowan & Co. Ltd.

Arch. N. Grierson.

Manufacturer.



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Lloyd's Register
Foundation

01110-01119-0252

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1940 July: 18 Aug: 13. 14. 16. 20. 23 Sep: 2. 6. 16. 24. 25. 26. 27 Oct: 4. 7. 10. 11. 21. 22. 25. 30 Nov: 1. 4. 5
6. 7. 12. 15. 19. 25. 26. 29. 30 Dec: 4. 6. 10. 14. 24. 26. 30. 31 (1941) Jan: 2. 3. 4. 17. 24 Feb: 11

Dates of Examination of principal parts—Cylinders 4-10-40 Slides 19-11-40 Covers 4-10-40
Pistons 12-11-40 Piston Rods 12-11-40 Connecting rods 12-11-40
Crank shaft 21-10-40 Thrust shaft 21-10-40 Intermediate shafts 5-11-40
Tube shaft - Screw shaft 5-11-40 Propeller 5-11-40
Stern tube 30-10-40 Engine and boiler seatings 26-11-40 Engines holding down bolts 24-12-40

Completion of fitting sea connections 26-11-40 Boilers fixed 24-12-40 Engines tried under steam 11-2-41
Completion of pumping arrangements 11-2-41 Thickness of adjusting washers P+S 3/8" P+S

Main boiler safety valves adjusted 24-1-41 Crank shaft material S.M. Steel Identification Mark 9786 JC Thrust shaft material S.M. Steel Identification Mark 9605 JC
Intermediate shafts, material S.M. Steel Identification Marks 9605 A+B Tube shaft, material - Identification Mark -

Screw shaft, material S.M. Steel Identification Mark 9605 A+B Steam Pipes, material Steel Test pressure 570 lb. Date of Test Dec. 1940

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo - 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions and found efficient and, in my opinion, is eligible to be classed in the Register Book with record + LMC 2, 4 and notation CL

Sub
25/2/41

Certificate to be sent to

The amount of Entry Fee ... £ 3 : - :
Special ... £ 40 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 25 FEB 1941
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 FEB 1941

Assigned -/- LMC 2.41 2D.
Fitted for oil fuel 2.41 2D. above 150°F

