

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 14 MAR 1929)

Date of writing Report Mar 11 1929 When handed in at Local Office Mar 11 1929 Port of Falmouth
 No. in Reg. Book 79147 Survey held at Falmouth Date, First Survey Dec 12/28 Last Survey Mar 9th 1929
 on the Machinery of the Wood, Iron or Steel S.S. "NARDANA" (No. of Visits 23)
 Tonnage { Gross 7951 Vessel built at Glasgow By whom Barclay Curlew Co Ltd When 1919-9
 Net 4968 Engines made at " By whom " When 1919
 Nominal Horse Power 1150 Boilers, when made (Main) 1919 (Donkey) 1920
 No. of Main Boilers 3 D/B Owners British India S. Nav. Co Ltd Owners' Address "
 No. of Donkey Boilers 1 Managers " Port Glasgow Voyage Swansea to Load
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Fal No 3 D/Dk. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 110

Last Report No. " Port "
 Particulars of Examination and Repairs (if any) BS & Exh. Turbines

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 initials of any letters respecting this case.)

In 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?

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " yes

If this was not done, state for what reasons? "

And what parts of the Boilers could not be thus thoroughly examined? "

Also 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? "

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 205 lbs 0"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 110 lbs 0"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? " , and of the Donkey Boiler? "

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? " Is it fitted with continuous liner? " Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Has shaft now been changed? " If so, state reasons "

Has the shaft now fitted been previously used? " Has it a continuous liner? " Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

Main engines removed & erected in the Shop. Exhaust Turbines (Newcastle Rpt 83646) lined up alongside & exhaust trunk system erected in place. Condensers dismantled for Augmenter fittings & baffles afterwards tested. Exhaust trunks & lubricating gravity & drain tanks with their pipes & fittings tested by water pressure. New centrifugal circulating pumps fitted & two lubricating oil pumps. Main engines & turbines re-erected on board with new chocks and holding down bolts. Forward lengths of tunnel shafting cut to receive new loose couplings. Alignment of shafting checked. Vessel placed in drydock. Propellers and sea fastenings examined. Starb Stern tube nut renewed & new rope guard fitted. Main and Donkey Boilers examined internally & externally with their P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed & to have the Record BS. 3. 29.

NOTE. LP Turbine with DR gearing & Hydraulic Coupling NHP. 1340

Survey Fee (per Section 28) BS 8,0,0 Fees applied for 13th Mar 1929
 Special Damage or Repair Fee (if any) 10,10,0 (per Section 28.)
 Travelling Expenses (if chargeable) " Received by me, 25th Mar 1929
 R. Moffitt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 MAR 1929

Assigned M. 3. 29
Note int. parts



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

w61-0040

Race wash turbines filled.

As due 11-28 held

It is submitted that this vessel is eligible for THE RECORD.

Inquire particulars add
" and 2 S.P. turbines with
" D.R. bearing hydraulic
" complements.
Amens N.H.P.
to 1356
R.A.
25749

F.R.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

safety valves and mountings and the safety valves adjusted under steam.

Several rivets in the combustion chamber bottom plates renewed & plates built up where wasted. End plate seams caulked & welded as necessary. Mountings overhauled & put in order.

LP piston rods skimmed up in lathe & crossheads refitted. and minor repairs effected.

Main Engines examined under full working conditions during a hours trial and found satisfactory

R. Moffitt

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Built
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