

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-5 FEB 1936

Date of writing Report

19

When handed in at Local Office

1. 2. 1936 Port of Glasgow

No. in
Reg. Book.

Survey held at Clydebank

Date, First Survey 29. 7. 35 Last Survey 21. 1. 1936

(Number of Visits 32)

on the S.S. "NAHOON"

Tons { Gross 788
Net 363

Built at Bowling

By whom built Scott & Sons Ltd.

Yard No. 334

When built 1936

Engines made at Clydebank

By whom made Aitchison Blair & Co. Ltd. Engine No. 197

When made 1936

Boilers made at Glasgow

By whom made D. Rowan & Co. Boiler No. B 411

When made 1936

Registered Horse Power

Owners Smith's Coasters (Proprietary) Ltd.

Port belonging to Port Natal

Nom. Horse Power as per Rule 126.6

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes.

Trade for which Vessel is intended

Coasting.

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute 100

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

8-8-35

Crank pin dia.

8 3/8"

Crank webs

Mid. length breadth

16"

Thickness parallel to axis

5 1/2"

Intermediate Shafts, diameter

as per Rule

8 3/8"

as fitted

None

Thrust shaft, diameter at collars

as per Rule

15-7-35

as fitted

8 3/8"

Tube Shafts, diameter

as per Rule

None

as fitted

Screw Shaft, diameter

as per Rule

8 7/8"

as fitted

Is the tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

19/32"

Thickness between bushes

as per Rule

17/32"

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

One length

Yes

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

No

Propeller, dia.

11'-0"

Pitch

11'-6"

No. of Blades

4

Material

G.I.

whether Moveable

Solid

Total Developed Surface

441

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 6x4 1/4 x 6"

Duplex

Pumps connected to the

Main Bilge Line

No. and size

One 7x3x3"

Duplex

One 6x4 1/4 x 6"

Duplex

How driven

Steam

Ballast Pumps, No. and size

One 7x3x3"

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

None

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

Yes

Bilge Pumps;—In Engine and Boiler Room

ER 1@2 1/4"

Steam suction 2" suction

SH 2@2 1/4"

In Pump Room

One Peak, One at 4"

Off Peak, One 3 1/2"

In Holds, &c.

Hold, 2 at 3"

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

One 4 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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

Yes

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

Yes

What Pipes pass through the bunkers

None

What pipes pass through the deep tanks

None

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

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

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

Total Heating Surface of Boilers

2224

ft²

Is Forced Draft fitted

No

No. and Description of Boilers One - Multitubular

Working Pressure

200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

Is the donkey boiler intended to be used for domestic purposes only

No

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

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

Spare screw shaft.

Spare c.i. 4 blade propeller.

Piston rings, one set for each cylinder.

The foregoing is a correct description.

A. Thomson.

DIRECTOR.

Manufacturer.



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Lloyd's Register
Foundation

003328-003332-0178

1935 July: 29 Aug: 14. 28 Sep 3 Oct: 3. 17. 23 Nov: 4. 11. 13. 21. 26 Dec: 12. 16. 20
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 32

Dates of Examination of principal parts—Cylinders 3-9-35 *di* Slides 23-10-35 *di* Covers 23-10-35 *di*
Pistons 3-10-35 *di* Piston Rods 23-10-35 *di* Connecting rods 3-10-35 *di*
Crank shaft 3-10-35 *di* Thrust shaft 3-10-35 *di* Intermediate shafts ✓
Tube shaft ✓ Screw shaft 4-11-35 *di* Propeller 4-11-35 *di*
Stern tube 11-11-35 *di* Engine and boiler seatings 6-11-35 Engines holding down bolts 13-1-36
Completion of fitting sea connections 28-11-35
Completion of pumping arrangements 21-1-36 Boilers fixed 9-1-36 Engines tried under steam 21-1-36
Main boiler safety valves adjusted 16-1-36 Thickness of adjusting washers Main P $\frac{1}{32}$ S $\frac{5}{16}$ OB. 2 $\frac{1}{2}$ A $\frac{3}{8}$
Crank shaft material 8 Identification Mark 123 Thrust shaft material 8 Identification Mark 2201
Intermediate shafts, material *fil* Identification Marks ✓ Tube shaft, material *fil* Identification Mark ✓
Screw shaft, material 8 Identification Mark 2200 spare 2228 Steam Pipes, material *Alper* Test pressure 400 Date of Test 14-1-36
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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under survey in accordance with the approved plans and the Society's Rules & requirements. The materials and workmanship are good.
The machinery was satisfactorily fitted in the vessel and tried under working conditions with satisfactory results.
It is eligible, in our opinion, to be classed in the Society's Register Book
I.L.M.C. 1-36 T.S. (CL) 1-36

GLASGOW

The amount of Entry Fee ... £ 3 : -
Special $\frac{3}{5}$... £ 19 : 1
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, FEB 1936
When received, 14.2.36 15/2

Committee's Minute GLASGOW 4-FEB 1936 WED. 15 APR 1936

Assigned + L.M.C. 1.36

Jas. Cairns, Engineer Surveyor to Lloyd's Register of Shipping.