

# 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 Survey held at Clydebank Date, First Survey 29. 7. 35 Last Survey 21. 1. 1936  
 Reg. Book. on the s.s. "NAHOON" (Number of Visits 32) 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. Engine No. 197 When made 1936

Boilers made at Glasgow By whom made D. Howan & Co. Boiler No. B411 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 Ys.

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" Mid. length thickness 5 1/2" Thickness around eye-hole 3 1/16"

Intermediate Shafts, diameter as per Rule none Thrust shaft, diameter at collars as fitted 8 3/8"

Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 15-7-35 Is the tube shaft fitted with a continuous liner? none Ys.

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 Ys. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length Ys

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 Ys

If two liners are fitted, is the shaft lapped or protected between the liners Ys Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No. If so, state type Ys Length of Bearing in Stern Bush next to and supporting propeller 36"

Propeller, dia. 11'-0" Pitch 11'-6" No. of Blades 4 Material G.C. 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 Ys

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 Ys

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 Steam

Ballast Pumps, No. and size One 7x3x3 Lubricating Oil Pumps, including Spare Pump, No. and size Ys

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 ER 1@2 1/4" Steam sucton 2" suction SH 2@2 1/4"

In Pump Room In Holds, &c. One Peak, One at 4", Off Peak, One 3 1/2" 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 Ys

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 Ys

Are all Sea Connections fitted direct on the skin of the ship Ys Are they fitted with Valves or Cocks Valves locks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Ys Are the Overboard Discharges above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Ys Are the Blow Off Cocks fitted with a spigot and brass covering plate Ys

What Pipes pass through the bunkers None How are they protected Ys

What pipes pass through the deep tanks None Have they been tested as per Rule Ys

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Ys

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 Ys Is the Shaft Tunnel watertight None Is it fitted with a watertight door Ys worked from Ys

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 2224 sq. ft

Is Forced Draft fitted No. No. and Description of Boilers One - Multitubular Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Ys

IS A DONKEY BOILER FITTED? Ys If so, is a report now forwarded? Ys

Is the donkey boiler intended to be used for domestic purposes only No

PLANS. Are approved plans forwarded herewith for Shafting Ys Main Boilers Ys Auxiliary Boilers Ys Donkey Boilers Ys  
 (If not state date of approval) 15-7-35, 8-8-35

Superheaters Ys General Pumping Arrangements Ys Oil fuel Burning Piping Arrangements Ys

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Ys

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

063328-003332-0118

1935 July: 29 Aug: 14. 28 Sep 3 Oct: 3. 17. 23 Nov: 4. 11. 13. 21. 26 Dec: 12. 16  
 During progress of work in shops --  
 Dates of Survey while building  
 1935 Nov: 6. 15. 16. 18. 20. 26. 28 Dec: 3. 5. 9. 17. 30 (1936) Jan: 6. 9. 13. 16. 21  
 During erection on board vessel ---  
 Total No. of visits 32

Dates of Examination of principal parts—Cylinders 3-9-35 *de* Slides 23-10-35 *de* Covers 23-10-35 *de*  
 Pistons 3-10-35 *de* Piston Rods 23-10-35 *de* Connecting rods 3-10-35 *de*  
 Crank shaft 3-10-35 *de* Thrust shaft 3-10-35 *de* Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 4-11-35 *de* Propeller 4-11-35 *de*  
 Stern tube 11-11-35 *de* 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 *hil* Identification Marks ✓ Tube shaft, material *hil* Identification Mark ✓  
 Screw shaft, material 8 Identification Mark 2200 spare 2228 Steam Pipes, material *Copper* 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

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

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

Assigned + L.M.C. 1.36

