

Rpt. 9

Date of writing report 28-3-60

Survey held at Durban

Received London

No. of visits 3

Port DURBAN

First date 19-3-60

Last date 21-3-60

No. 8764

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

in R.B. 22996

S.S. Name

"NAHOON"

Owners Smith's Coasters (Prop.) Ltd.

Managers

C.G. Smith & Co. Ltd.

Gross tons 788

Date of build 1936-1

Engines made 1936

By

Aitchison, Blar Ltd.

Port of Registry Durban

of Main Engines 1

No. of Screws 1

Type T 3Cy

of Main Boilers 1 SB

W.P. 200 lb

of Aux./Donkey Boilers 1

W.P. 100 lb

veyed Afloat or in Dry Dock

Afloat

re of Survey

Repairs

Damage Report issued?

No

Int. Cert?

Yes

Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100	Al	+LMC	6,56
SS	6,56	MBS	M 2,59
		DBS	d 7,59
		TS	2,59
		SPS	6,56

Condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination, a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Survey those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Wear Down of Stern Bushes

Oil Glands

Sea Connections

ings

Has Screwshaft/Tubeshaft been drawn?

Date of Examination

Has Shaft been changed?

Shaft now fitted been previously used?

Has Shaft now examined/fitted a continuous liner?

Approved oil gland?

IN ENGINES

(Recip. Steam or I.C.)

PORT

STARBOARD

s, Covers, Pistons & Rods

ves & Gears

Connecting Rods

Side

Ends & Guides

Centre

Pins & Rings

Side

Centre

rinals & Bearings

IN ENGINE DRIVEN AIR COMPRESSORS

s, Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

rinals & Bearings

s, Covers, Pistons & Rods

IN ENGINE DRIVEN SCAVENGE PUMPS

s, Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

rinals & Bearings

VENGE BLOWERS

ERCHARGERS

N TURBINES

s, Rotors, Blading, Bearings & Thrusts

AUST STEAM TURBINES (WITH RECIP. ENGINES)

AM COMPRESSORS

CHES & HYDRAULIC COUPLINGS

DUCTION GEARING

UST BLOCKS, SHAFTS & BEARINGS

RMDIATE SHAFTS & BEARINGS

DING DOWN BOLTS & CHOCKS

SENSERS (MAIN & AUX.)

M RE-HEATERS

UPERHEATERS

& MANOEUVRING VALVES

ENGINE DRIVEN PUMPS

IKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

ION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this ship is in safe working order and is in my opinion to remain as classed, subject to repair to air pump being specially mentioned before the end of June, 1960.

f Committee

TUESDAY 17 MAY 1960

As shown subject

Noted for Head

Engineer Surveyor to Lloyd's Register of Shipping

003328-003332-0197

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Lloyd's Register Foundation

If certificate is required state where to be sent.

9.8764

- 22 Essential Independent Pumps (Identify by position)
- 23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 25 Fresh Water Coolers 26 Lub. Oil Coolers 27 Heaters (state service)
- 28 Independent Air Compressors, Coolers & Safety Devices
- 29 Air Receivers & Safety Devices—Main 30 Auxiliary
- 31 Oil Fuel Tanks (Not forming part of hull structure)
- 32 Evaporators 33 Have Evaporator Safety Valves been tested under steam?
- 34 Steering Machinery 35 Windlass 36 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
PROPULSION	PORT	
Generators		Generators & Governors
Exciters		
Air Coolers		Motors
Motors		
Air Coolers		Switchboards & Fittings
Control Gear, Cables, etc.		Circuit Breakers
Insulation Resistance		Cables
Insulating Oil Test		Insulation Resistance
Overspeed Governors		Steering Gear Generators and Motors
Magnetic Couplings		Navigation Light Indicators
Air Gap		

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

AUXILIARY, DONKEY or PRESS	
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding subjects of class)

It was reported that on the 17th March, 1960, whilst on a voyage from East London to Durban a heavy knock developed in the main engine attached air pump. The main engine was stopped immediately.

On examination by the ship's staff it was found that the air pump (Edwards Type) securing nut had worked loose and fouled the top valve plate in the cylinder. The air pump was hardened up and a new locking dowel fitted. Further examination revealed the bottom lugs securing the air pump casting to the main engine columns were fractured. The air pump was shored up with timber and the ship proceeded on her voyage to Durban.

NOW DONE: Air pump opened out and examined and no internal damage found.

The locking dowel for the bucket rod nut was found to be a new one and working loose. The bucket nut and a new dowel pin were fitted.

Survey fees	£11. 0. 0.
Spec. Attend. Fees	£ 4. 10. 0.
Damage fee	
Expenses	£ 0. 16. 0.

Date when A/c rendered 23/3/60.

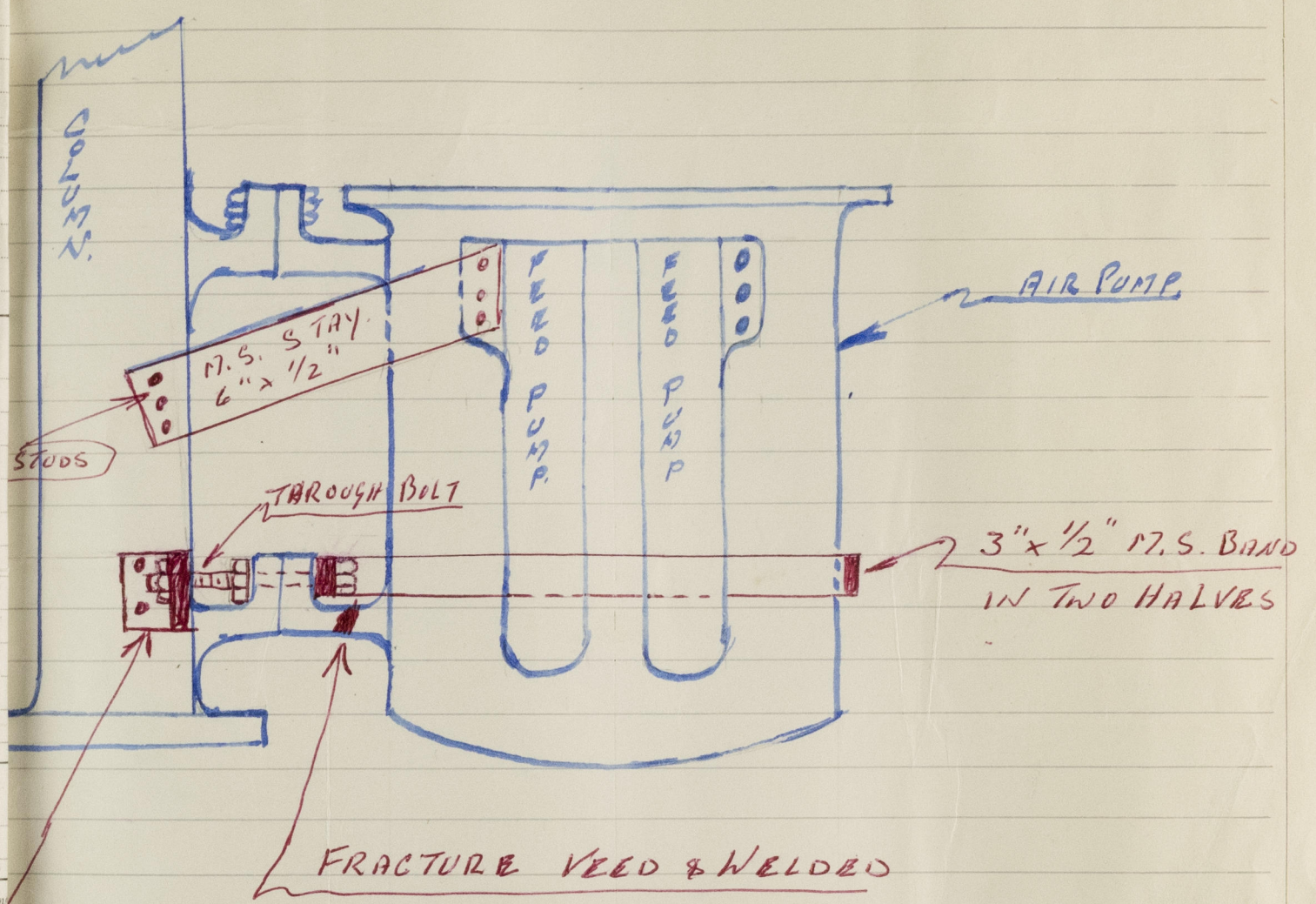
"NAHOON"

lled, tapped and a screwed locking dowel fitted.

fractured lugs were veed out and welded and a heavy mild steel band fitted round pump casting and bolted to columns also two mild steel stays fitted.

completion main engines tried and repair found to be satisfactory.

is submitted that this repair be specially examined before the end of June, 1960.



REPAIR TO ATTACHED AIR PUMP.

THANAL