

28-3-60
Durban

Received London
No. of visits 3

Port DUBBAN
First date 19-3-60

25 APR 1960 8764
Last date 21-3-60

OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

Name ^{S.S.} ~~XX~~ "NAHOON"
Coasters (Prop.) Ltd. Gross tons 788 Date of build 1936-1
Managers C.G. Smith & Co. Ltd. Port of Registry Durban
936 By Aitchison, Blar Ltd. Type T 3Cy

No. of Screws 1
1 SB W.P. 200 lb
Boilers 1 W.P. 100 lb
Dry Dock Afloat
Repairs
Issued? No Int. Cert? Yes
(Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100 A1		+LMC	6,56
	2,59	MBS	M 2,59
SS	6,56	DBS	d 7,59
		TS	2,59
		SPS	6,56

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 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 plus sign should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys 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 of the machinery 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 _____
Has Screwshaft/Tubeshaft been drawn? _____ Date of Examination _____ Has Shaft been changed? _____
Has been previously used? _____ Has Shaft now examined/fitted a continuous liner? _____ Approved oil gland? _____
(Recip. Steam or I.C.) PORT STARBOARD

Shafts & Rods _____
Side _____
Centre _____
Side _____
Centre _____

DRIVEN AIR COMPRESSORS

Shafts & Rods _____
& Top Ends _____
Rings _____
Glands _____
Devices _____

DRIVEN SCAVENGE PUMPS

Shafts & Rods _____
& Top Ends _____
Rings _____
Glands _____

PROPELLERS
Shafts _____
Blading, Bearings & Thrusts _____

MAIN TURBINES (WITH RECIP. ENGINES)

Shafts _____
Couplings _____

SHAFTS & BEARINGS

Shafts & Bearings _____
Bolts & Chocks _____
(Main & Aux.) _____

VALVES

Valves _____
Overriding Valves _____

DRIVEN PUMPS

Shafts & Explosion Relief Devices _____ Have Main Engines been tested working and manoeuvring? _____

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



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Engineer Surveyor to Lloyd's Register of Shipping

Duplicate is required state where to be sent.

Identify by position)

Lines, Fittings & Controls

Examinations & Fittings in the machinery space been examined as considered necessary?

³⁶ Lub. Oil Coolers ³⁷ Heaters (state service)

Boilers & Safety Devices

Main ⁴⁰ Auxiliary

(of hull structure)

⁴³ Have Evaporator Safety Valves been tested under steam?

⁴⁵ Windlass ⁴⁶ Fire Extinguishing Arrangements

(Identify by position)

ELECTRICAL EQUIPMENT

PORT

STARBOARD

AUXILIARY EQUIPMENT

¹ Generators & Governors

² Motors

³ Switchboards & Fittings

⁴ Circuit Breakers

⁵ Cables

⁶ Insulation Resistance

⁷ Steering Gear Generators and Motors

⁸ Navigation Light Indicators

EXAMINED (Identify by position and state latest date of internal examination of each boiler)

AUXILIARY, DONKEY or PRESS

Exhaust Gas Heated Economisers

Steam Generator Safety Valves Adjusted to

Boiler Controls examined working in accordance with Rules?

Forced Circulating Pumps

Cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which

On the 17th March, 1960, whilst on a voyage from East London to Durban a defect developed in the main engine attached air pump. The main engine was stopped

by the ship's staff it was found that the air pump (Edwards Type) bucket rod nut had worked loose and fouled the top valve plate in the cylinder. The nut was tightened up and a new locking dowel fitted. Further examination revealed that 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 bad fit and working loose. The bucket nut/and a new dowel pin hole ^{was hardened up}

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.

LEAVE THIS SPACE BLANK



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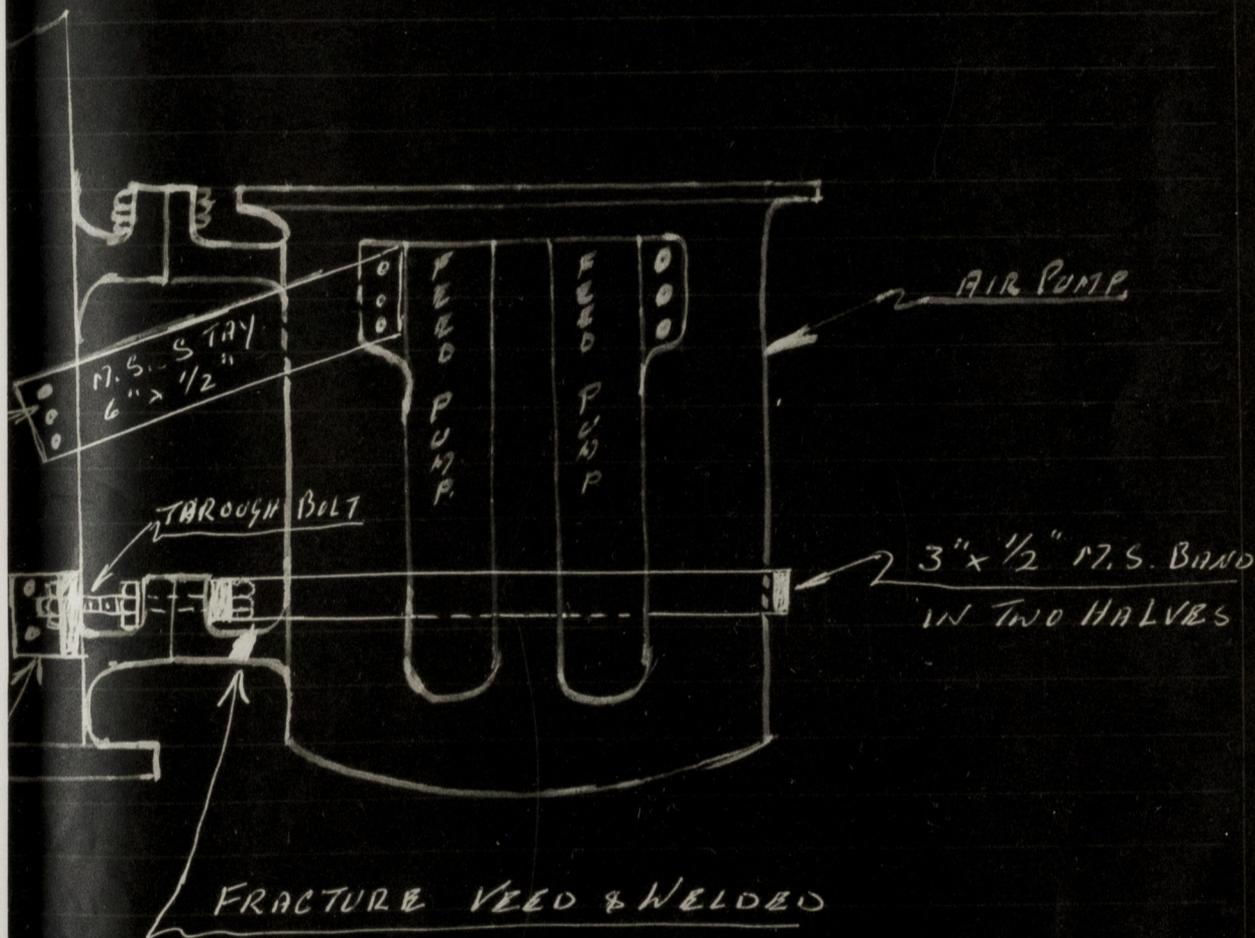
"NAHOON"

pped and a screwed locking dowel fitted.

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

on main engines tried and repair found to be satisfactory.

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



ANGLE LUG STUDED TO COLUMN

REPAIR TO ATTACHED AIR PUMP.



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