

Rpt. 9.

No. 9818.

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 12-9-53 When handed in at Local Office 14-9-53. Port of SINGAPORE

No. in Reg. Book Survey held at Singapore Date First Survey 18-9-53 Last Survey 8-9-53. (No. of Visits 14.)

2577 on the Machinery of the Wood, Iron or Steel M.V. "NASSAU"

Tonnage Gross 659 Vessel built at Rochester NY By whom Odenbach S.B. Co When 1944  
 Net 309 Engines made at -do- By whom Clark Bros. When 1944  
 Nominal Horse Power Boilers, when made (Main) (Donkey)  
 Owners Ned Kern Guinea Petroleum meats Owners' Address (if not already recorded in Appendix to Register Book)  
 No. of Main Boilers ✓ Managers Port The Hague. Voyage  
 No. of Donkey Boilers ✓ & Surveyed Afloat or in Dry Dock No. D.D. Kippu  
 Steam Pressure in Main Boilers ✓  
 in Donkey Boilers ✓

Last Report No. Port  
 Particulars of Examination and Repairs (if any) CLASSIFICATION.

Periodical surveys, when held, shall be reported in detail and serially in the terms of the Rules. State clearly the nature 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 titles of any letters respecting this case.

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.

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

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

" " Donkey " " "

ot, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

at 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?

is latest date of internal examination of each boiler

Present condition of funnel(s) good.

the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

the screw shaft now been drawn and examined? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No

shaft now been changed? No

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft 19-8-53

is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

following remains to be done:

not 60 KW Diesel Generator Prime mover to examine in its entirety  
 I.E. attached Air Compressor, F.W. & S.W. Cooling Pumps to examine  
 pumping arrangements of the Independent Forward Budge Pump to be  
 tried under working conditions  
 fire extinguishing arrangements to be in accordance with Rule  
 requirements.  
 stand By lub. Oil Pump to install or alternative arrangement  
 base Gear to be checked & placed in accordance with requirements  
 this type vessel.

ON DONE - Vessel placed in dry dock - propellers, tailshaft drawn  
 C.L. stem tube & A frame bushes & external fastenings examined.

### Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&NS 9,11, & LMC 9,11 or LMC 140 lb., FD, &c.)

machinery of this vessel, so far as has been seen, is eligible in  
 my opinion to be classed LMC (with date) and TS CL assigned  
 as the survey has been completed

Fee (per Section 23) £ : : Fees applied for 19  
 Damage or Repair Fee (if any) £ : : Received by me, 19  
 ng expenses (if chargeable) £ : :

side ittee's Minute

TUESDAY 23 SEP 1953

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
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003687-003697-0120712



## "NASSAU"

Injection valves & locks opened, examined & placed in good order.

Main & Auxiliary machinery opened & examined.

together with M.F. attached Scavenge Pumps

M.F. Thrust (roller bearing type) incorporated in main eng casing opened & examined

The following Aux. units opened, examined and particulars noted:-

Started 60 KW 6-cyl Diesel Generator prime mover.

Independent 2-stage Air compressor in its entirety Forward Hold Bilge Pump.

Independent Bilge Pump (reciprocating)

G.S. Pump & Fire Pump.

O.F. Transfer and Lub. Air Transfer Pumps

Air Receivers examined externally - shell thickness and capacity ascertained. Subsequently hyd<sup>4</sup> listed to 600 lbs/sq in.

Steering Gear (left type electric drive) examined new 2 1/4" flexible wires fitted (6 x 24 strands) - limit stops adjusted & examined and tested under working conditions - 13 secs hard port to starboard.

Windlass (electric drive) opened, examined & tested

The pumping arrangements examined and found in accordance with particulars stated in 1<sup>st</sup> entry.

Subsequently tested under working conditions with exception of Forward Independent Bilge Pump. It was ascertained however that this pump is working satisfactorily but it requires to be examined under working conditions.

Both Main Engines started 12 consecutive times on Air Receivers without replenishing & capacity of Receivers found to easily exceed requirements.

Electrical Survey carried out - installation examined & on completion of repairs, megger tested & insulation found satisfactory - Electrical First Entry attached.

An Independent starter has been installed and the motive power of the O.F. Transfer Pumps can now be controlled from the deck.

With regard to the items stated in the Society's letter of the 17<sup>th</sup> July 1953 to the Owners representative the following is submitted for consideration

(4) "Means be provided for the initial charging of the starting air receivers as required by the Rules"

Each Diesel Generator has its own set of batteries for starting and it is submitted this is an equivalent method for initial charging.

(5) "In the absence of a Stand By L.O. Pump - cross connection should be made in the Lub Air system etc."



It is the Owners intention to supply and fit a new  
Stand-By lub. oil Pump on arrival at Sydney.

R/S



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