

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

FEB 27 1941

Date of writing Report 19 25 When handed in at Local Office 25: 2: 1941 Port of GLASGOW
 No. in Survey held at Glasgow Date, First Survey 18: 7: 40 Last Survey 11: 18: 1941
 Reg. Book. on the S/S "NASPRITE" (Number of Visits 4) Tons Gross 965
306
 Built at Glasgow By whom built Wrightwood SB Co. Ltd. Yard No. 65 When built 1941
 Engines made at -do- By whom made David Rowan & Co. Ltd. Engine No. 1067 When made 1941
 Boilers made at -do- By whom made -do- Boiler No. 1067 When made 1941
 Registered Horse Power - Owners The Admiralty Port belonging to London
 Nom. Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 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 8.165 Crank pin dia. 8 1/2 Crank webs Mid. length breadth 16 1/2 Thickness parallel to axis 5 3/8
 as fitted 8 1/2 Mid. length thickness 5 3/8 Thickness around eye-hole 4
 Intermediate Shafts, diameter as per Rule 7.776 Thrust shaft, diameter at collars as per Rule 8.165
 as fitted 8 as fitted 8 1/2
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 8.567 Is the tube shaft fitted with a continuous liner Yes
 as fitted - as fitted 8 7/8 as fitted 4.17
 Bronze Liners, thickness in way of bushes as per Rule 5.564 Thickness between bushes as per Rule 1/2 Is the after end of the liner made watertight in the
 as fitted 9/16 as fitted 1/2 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 -
 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 - Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 3'0"
 Propeller, dia. 9'6" Pitch 11'6" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 31.5 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4 Stroke 15 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2 @ 7 1/2" x 12" Pumps connected to the { No. and size 2 @ 7 1/2" x 7" x 15"
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size -
 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 1 @ 2 1/2" in E.R. 2 @ 2" in BR and 2 @ 2" oily bilge
 In Pump Room - In Holds, &c. -

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 2 @ 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 fitted with Valves or Cocks Part
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers - How are they protected -
 What pipes pass through the deep tanks - Have they been tested as per Rule -
 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 Yes Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2624 sq. ft.
 Which Boilers are fitted with Forced Draft 2 main Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 2 Single-ended Working Pressure 190 lb/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 Can the donkey boiler be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters - 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 List attached.

The foregoing is a correct description.
 For David Rowan & Co. Ltd.,
 Arch. W. Grierson, Manufacturer.



Rpt.
Date of
No. in
Reg. No.
Built at
Engines
Boilers
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1940 July: 18 Aug: 13, 14, 16, 20, 23 Sep: 2, 6, 16, 24, 25, 26, 27 Oct: 4, 7, 10, 11, 21, 22, 25, 30 Nov: 1, 4, 5
 During progress of work in shops -- 6, 7, 12, 15, 19, 25, 26, 29, 30 Dec: 4, 6, 10, 14, 24, 26, 30, 31 (1941) Jan: 2, 3, 4, 17, 24 Feb: 11
 Dates of Survey while building
 During erection on board vessel ---
 Total No. of visits 47

Dates of Examination of principal parts—Cylinders 4-10-40 Slides 19-11-40 Covers 4-10-40
 Pistons 12-11-40 Piston Rods 12-11-40 Connecting rods 12-11-40
 Crank shaft 21-10-40 Thrust shaft 21-10-40 Intermediate shafts 5-11-40
 Tube shaft --- Screw shaft 5-11-40 Propeller 5-11-40
 Stern tube 30-10-40 Engine and boiler seatings 26-11-40 Engines holding down bolts 24-12-40
 Completion of fitting sea connections 26-11-40
 Completion of pumping arrangements 11-2-41 Boilers fixed 24-12-40 Engines tried under steam 11-2-41
 Main boiler safety valves adjusted 24-1-41 Thickness of adjusting washers P+S 3/8" P+S
 Crank shaft material S.M. Steel Identification Mark 9786 JC Thrust shaft material S.M. Steel Identification Mark 9605 JC
 Intermediate shafts, material S.M. Steel Identification Marks 9605 A+B Tube shaft, material --- Identification Mark ---
 Screw shaft, material S.M. Steel Identification Mark 9605 A+B Steam Pipes, material Steel Test pressure 570 lb. Date of Test Dec. 1941
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo --- 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 No If so, state name of vessel ---

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions and found efficient and, in my opinion, is eligible to be classed in the Register Book with record + LMC 2, 4 and notation CL

Gib
25/2/41

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ...	£ 3 : -	When applied for, 25 FEB 1941
Special ...	£ 40 : 10	
Donkey Boiler Fee ...	£ : :	When received, 19
Travelling Expenses (if any) £	: :	

M. J. Brown
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW** 25 FEB 1941

Assigned -/- LMC 2.41 J.D.
 Fitted for oil fuel 2.41 J.D. above 150°F

