

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

14 MAR 1929

Date of writing Report *Mar 11 1929* When handed in at Local Office *Mar 11 1929* Port of *Glasgow*
No. in Reg. Book. *79147* Survey held at *Glasgow* Date, First Survey *Dec 12/28* Last Survey *Mar 9th 1929*
on the Machinery of the Wood, Iron or Steel *W.S.S. "NARDANA"*
Tonnage { Gross *7951* Vessel built at *Glasgow* By whom *Barclay Curlew & Co Ltd* When *1919-9*
Net *4968* Engines made at *"* By whom *"* When *1919*
Nominal Horse Power *1150* Boilers, when made (Main) *1919* (Donkey) *1920*
No. of Main Boilers *3 D/B* Owners *British India S. Nav. Co Ltd* Owners' Address *"*
No. of Donkey Boilers *1* Managers *"* Port *Glasgow* Voyage *Swansea to Load*
Steam Pressure in Main Boilers *200* If Surveyed Afloat or in Dry Dock *Fal No 3 D/Dk.*
in Donkey Boilers *110* (State name of Dock.)

Last Report No. *"* Port *"*Particulars of Examination and Repairs (if any) *BS & 6 1/2" Turbines*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 initials of any letters respecting this case.)

In 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?

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

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

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Main engines removed & erected in the Shop. Exhaust Turbines (Newcastle Rpt 83646) lined up alongside & exhaust trunk system erected in place.

Condensers dismantled for Augmenter fittings & baffles afterwards tested. Exhaust trunks & lubricating gravity & drain tanks with their pipes & fittings tested by water pressure. New centrifugal circulating pumps fitted & two lubricating oil pumps.

Main engines & turbines re-erected on board with new chocks and holding down bolts. Forward lengths of tunnel shafting cut to receive new loose couplings. Alignment of shafting checked.

Vessel placed in dry dock. Propellers and sea fastenings examined. Starb Stern tube nut renewed & new rope guard fitted.

Main and Donkey Boilers examined internally & externally with their T.T.O.

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

vessel is eligible in my opinion to remain as classed & to have the Record BS. 3. 29.

NOTE. *LP Turbine with D.R. gearing & Hydraulic Coupling NHP. 1340*

Survey Fee (per Section 28) *BS* £ *8.0.0*

Fees applied for

13th May 1929

Special Damage of Repair Fee (if any) *Alterations Exht Turb* £ *10.10.0*

Received by me,

25.4.1929

Travelling Expenses (if chargeable) £ *1*

Committee's Minute *TUE. 26 MAR 1929*

Assigned *Mr. J. 29*

Note int. parts

R. Moffitt
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Race track turbines filled.

Due 11-58 held

It is submitted that
this vessel is eligible for
THE RECORD.

To require particulars add

" and 2 S.P. turbines with

" D.R. bearing & hydraulic

" complaints.

Amend N.H.P.

to 1356.

2749.

2749.

2749.

2749.

Safety valves and mountings and the safety valves adjusted under steam.

Several rivets in the combustion chamber bottom plates renewed & plates built up where wasted. End plate seams caulked & welded as necessary. Mountings overhauled & put in order.

LP piston rods skimmed up in lathe & crossheads refitted. and minor repairs effected.

Main Engines examined under full working conditions during a hours trial and found satisfactory

R. Moffitt

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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