

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

(Received at London Office)

Date of writing Report 21 SEP 1933 When made in at Local Office 21 SEP 1933 Port of LONDON

No. in Reg. Book 37299 Surrendered at TILBURY Trade Steel Date, First Survey and Last Survey 14-9-1933  
on the Machinery of the Viceroy of India (No. of Visits 1)

Tonnage Gross 14648 Net 10069 Vessel built at Glasgow By whom A. Stephen & Sons Ltd. When 1929-3

Nominal Horse Power 3565 Engines made at British Thomson Houston Co. Ltd. By whom do. When 1929

No. of Main Boilers 6 Boilers, when made (Main) 1929 (Donkey) 1929

No. of Donkey Boilers 2 Owners Peninsular & Orient Steam Navigation Co. Ltd. Owners' Address Port Glasgow Voyage India

Steam Pressure in Main Boilers 400 lbs. Managers Peninsular & Orient Steam Navigation Co. Ltd. If Surveyed Afloat or in Dry Dock Afloat Tilbury

in Donkey Boilers 230 lbs. Last Report No. 97937 Port Lon

## Particulars of Examination and Repairs (if any) Shasty Repairs

(Periodical Surveys, when held, must be reported in detail and variation 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 summarized at the end of the report. State also the date 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Boilers not offered for survey.

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? -

Date latest date of internal examination 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 Boilers? -

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 a 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 a 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? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done:- Starboard turbine rotor renewed, old rotor sent back to makers for repair.  
Rotor now fitted marked, 7-9-28. LLOYD'S B/T. R. 1388, 1243, 2011. W.D. @  
Rotor sent ashore, marked, LLOYD'S 2211 29-9-28 B/T. S.3083.

## General 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, B.S. 9.11, B.S.N.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed without change in the existing records.

Survey Fee (per Section 29) £ : : Fees applied for  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, £ : :  
TUE. 26 SEP 1933 FRI. 16 FEB. 1934

Committee's Minute Assigned Deferred for No. 102 Unit class from reprint of Reg. Bk



As a Certificate required? If so, to be sent to