

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

(Received at London Office)

Report made at **BOMBAY** 12-12-1957 When handed in at Local Office 12-12-1957 Port of **BOMBAY**
held at **BOMBAY** Date First Survey **28/10/57** Last Survey **7/12/1957** (No. of Visits **5**)

Machinery of the **Wood, Iron or Steel** **S.S. "EASEDALE"**
8032 Vessel built at **Haverton Hill** By whom **Furness S.B. Co. Ltd.** Year **1942** Month **2**
Engines made at **Hartlepool** By whom **Richardsons, Westgarth** When **1942**
Boilers, when made (Main) **1942** (Donkey) **--**
Owners **The Admiralty** Owners' Address **--**
(if not already recorded in Appendix to Register Book.)
Port **London** Voyage **--**
Managers **--**
If Surveyed Afloat or in Dry Dock **Ritchie Dry Dock** Particulars of Classification (which must be inserted
(State name of Dock.) **precisely as in Register Book & Supplements).**
10 lb Spt.

Port **--**
Examination and Repairs (if any)
When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and respecting this case

HULL	MACHINERY
+ 100A1 11-56	+ LMC 10-54
carrying petroleum	M 11-56
in bulk	TS CL 11-55
ss Npt(Dr) 10-54	

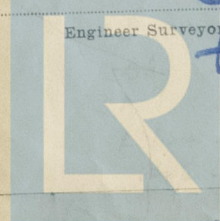
the Surveyor has not made a special damage report he is required to state whether he offered his purpose, and why they were declined
made by anyone else? If so, by whom?
usually go inside each Main Boiler separately and make a thorough examination at this time?
Donkey
What parts of the Boilers could not be thus thoroughly examined?
in the absence of internal examination, were adopted by the
himself of the thorough efficiency of those parts of each Boiler?
internal examination of each boiler
mine the Safety Valves of the Main Boilers?
mine the Safety Valves of the Donkey Boilers?
mine all the manholes, doors and their fastenings of the Main Boilers?
mine the drain plugs of the Main Boilers?
mine all the mountings of the Main Boilers?
now been drawn and examined?
changed?
taining appliance fitted at the after end?
Is electric light and/or power fitted?
istance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
complete, state what arrangements have been made for its completion and what remains to be done.

vessel in dry dock. Propeller and outside fastenings examined.
M.B.S. all 3 main boilers opened up and examined internally and externally together with
s, fastenings and mountings. & SUPERHEATERS.
r safety valves subsequently adjusted under steam as above.
w done.
6" was removed from the tips of all propeller blades on instructions from the Owners.
ted that it was intended to raise the revolutions to try and avoid vibration now occurring
speed.
lide valve machined on sides and fitted with fitting strips.
all air preheater tubes renewed on all boilers.

ervations, Opinion, and Recommendation:—
early 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
eration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)
machinery of the above vessel is eligible in my opinion to remain as classed with fresh
M.B.S. 11-57.

tion 23) MBS Rs. 810/-
Dkg. Rs. 115/-
Repair Fee (if any) Rs. 100/-
(per Section 23.)
ses (if chargeable) Rs. 16/-
Fees applied for, 12-12-1957
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation