

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

(Received at London Office 30 OCT 46)

Date of writing Report25.10.46.19.....When handed in at Local Office25.10.46.19.....

Port ofGREENOCK.

No. in Survey held atGREENOCK & GLASGOW. Date. First Survey26th SEPT. Last Survey14th OCT. 1946.

Reg. Book. (No. of Visits.5.....)

88911. on the Machinery of the Wood, Iron or SteelSC: "SHAHJEHAN"

Tonnage { Gross5459.8

Net3209.9

Nominal524

Horse Power

No. of Main Boilers353.5

No. of Donkey Boilers-

Steam Pressure-

in Main Boilers230 1/2

in Donkey Boilers-

Vessel built atPORT GLASGOW

Engines made atGREENOCK

Boilers, when made (Main)1946.

OwnersASIATIC STEAM NAV. CO. LTD.

Managers

If Surveyed Afloat or in Dry DockBOTH.

(State name of Dock.)ELDESLIE D.D.GLS.

By whomLITHGOWS LTD.

By whomRANKIN & BLACKMORE LTD.

(Donkey)✓

Owners' Address

(if not already recorded in Appendix to Register Book.)

PortLONDON.

VoyageGLASGOW & LIVERPOOL.

When1946-10.

When1946.

Last Report No.12th ENTRY. Port GREENOCK

Particulars of Examination and Repairs (if any) DAMAGE TO SOLID BRONZE PROPELLER.

(Periodical Surveys, when held, must be reported in detail and serialim 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 NOT REQUIRED.

Was a damage report made by anyone else? If so, by whom? YES. MR MEIKLE OF J.B. COUSINS & SONS FOR UNDERWRITERS.

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

" " Donkey " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

On completion of the work of fitting the new machinery on board, this vessel proceeded to drydock at the Garvel Drydock, Greenock, for final coating of the bottom on 26th September, & when the vessel was squared up at the dock entrance, instructions for drydocking were cancelled owing to reported displacement of keel blocks when undocking the previous vessel.

On being withdrawn from the dock entrance assisted by tugs, the vessel is reported to have fallen away due to fresh breeze the propeller is stated to have fouled the dolphin at the dock entrance. The machinery being stopped at the moment of impact.

The vessel subsequently drydocked at Elderslie, Glasgow.

NOW DONE:- Attended vessel at the request of interested parties. On examination, one of the blades of the 4 bladed solid bronze propeller was found to be considerably set forward & about 14" broken off blade tip. The propeller was removed & returned to the makers, Messrs Bull's Metal & Belloid Co. Ltd. Jokes, where permanent repairs were carried out, viz new piece burnt on to damaged blade, & the blade trued & finished off in satisfactory manner. The screw shaft clock ganged in position & found P.T.O.

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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.) CS 9,34,

For the information of the Committee.

Insert Character of Ship and Machinery precisely as in the Register Book.

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

J. Breckman
Engineer Surveyor to Lloyd's Register of Shipping.

- STEEL SC: "SHAHJEHAN" -

undamaged. Screw shaft drawn in, shaft, continuous brass liner, stern bush, propeller Key & fastenings examined & refitted in good order, no damage being found.

Thrust & Crank shafts opened out, examined, no damage found, & all closed up & refitted in good order.

On subsequent sea trials (14th October) full power was developed & the engine was found satisfactory.

J. Freckmann



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