

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

(Received at London Office)

Date of writing Report 28:12:53. When handed in at Local Office 31st Dec. 1953. Port of GREENOCK.

No in Reg. Book. Survey held at GREENOCK Date. First Survey 5:11:53. Last Survey 23:12:19 53 (No. of Visits 16+4)

26844, on the Machinery of the Wood Iron or Steel SS "SHAHJEHAN"

Age { Gross 5460 Vessel built at PORT GLASGOW By whom LITHGOWS LTD Year. Month. 1946-10
 Net 3210 Engines made at GREENOCK By whom RANKIN & BLACKMORE LTD When 1946-10
 As Per Rule 524 Boilers, when made (Main) 1946 (Donkey) -
 of Main Boilers 3SB Owners ASIATIC STEAM NAVIG. CO. LTD. Owners' Address -
 " " " 7425 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers - Port LONDON Voyage -
 m Pressure— If Surveyed Afloat or in Dry Dock BOTH GARVEL DRY DOCK Particulars of Classification (which must be inserted
 Main Boilers "230lb/d" (State name of Dock.) AND JAMES WATT DOCK. precisely as in Register Book & Supplements.)
 Donkey Boilers -

st Report No. - Port -
 Particulars of Examination and Repairs (if any) DOCKING: LMC; TS; O.F. CONVERSION + 100 AL CAL 7,53. + LMC 6,51
ALTERATIONS: SS CAL 6,51 BS 6,53 TSCL N5,53.
 Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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. -
 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? YES
 " " " Donkey " " " " -
 If, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -
 If 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? -
 Latest date of internal examination of each boiler PORT 10:11:53 STBD. 9:11:53. CENTRE 18:11:53 Present condition of funnel(s) EFFICIENT.
 Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 230 lbs
 the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES and of the Donkey Boilers? -
 the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -
 the Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers? -
 Has the screw shaft now been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No
 Has the shaft now been changed? No. 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 15:12:53. State the wear down in the stern bush 1/8" BARE Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? YES
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES.

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for Docking, LMC, TS and alterations.

Work done for Docking and TS:- Vessel placed in dry dock and tailshaft drawn. Propeller, stemtube tailshaft and all outside fastenings examined and found satisfactory. All sea valves (suction and discharge) opened up, examined and found satisfactory.

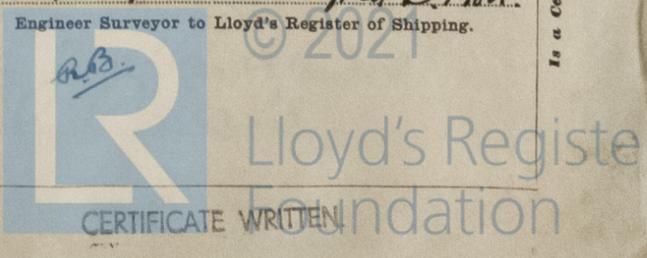
Work done for BS:- Port, Centre and Starboard Boilers opened up and examined externally and internally together with safety valves, manholes, doors and their fastenings and all mountings and all found or placed in efficient condition. Boilers examined under steam and safety valves satisfactorily adjusted to above pressure. Oil fuel unit, extended spindles, quick release valves, steam smothering and fire fighting equipment examined and tested under working conditions and found satisfactory.

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, etc.)
 The machinery of this vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as placed with fresh record of + LMC 12, 53 TS, 12, 53 and with notation fitted for O.F. 12, 53 flash point above 150°F.

D.G. Fee £10:10:0
 Elect Survey Fee £10:0:0
 Elec. Expenses 10:0:0
 Survey Fee (per Section 23) BS £15:0:0
 LMC 37:0:0
 O.F. CONVERSION 30:0:0
 ALTERATIONS 5:0:0
 REPAIRS 3:3:0
 TS 3:0:0
 Fees applied for, 31st Dec 1953
 Received by me, O. L. Morton 19...
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW
 Assigned + LMC. 12 53.
5.12.53 Fitted for oil fuel. 12.53 FP. above 150°F.



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

If a Certificate requires it so, to be sent to

"SHAHJEHAN"

2.

Work done for MS:- The following main machinery opened up, examined and found in efficient condition:-

HP, IP and LP cylinders together with liners, covers, pistons, piston rods, crossheads and guides, top end bearings and pins, connecting rods, bottom end bearings and crankpins. Crankshaft, main bearings and journals, valves and valve gears. Thrust block, shaft, collar and pads, intermediate shafting and bearings.

Main engine driven air, sanitary and bilge pumps and their driving levers.

Main condenser and main steam pipes examined and hydraulically tested and found satisfactory.

The following auxiliary machinery opened up, examined and found in efficient condition:-

Fore and aft feed pumps, fore G.S. pump (ex ash), G.S. pump, circulating pump, ballast pump, sanitary and bilge pump, inboard and outboard generators, fan engine, FW pump and evaporator.

Steering engine and windlass.

Ballast and bilge pumping arrangements opened up, examined and found satisfactory.

On completion of survey, all main and auxiliary machinery examined and tested under working conditions and found satisfactory including steering gear, windlass and pumping arrangements.

Work done for conversion to oil fuel and alterations:-

Wallsend Slipway Howden System oil burning unit No. F2957 with G.S. Weir pumps No. 264018 and No. 264019 together with transfer pump G.S. Weir No. 264248 and fire pump Hamworthy type D2 No. 91962 giving 100 ft head at 1200 RPM (this latter driven by Russell Newbury diesel engine No. 10F7563 generating 11.5 BHP at 1300 RPM situated in steering house) together with all necessary fittings as per Rules approved plans and Secretary's letters, now placed on board.

Oil fuel filling lines and hot oil lines tested as per Rules requirements, examined under working conditions and found satisfactory.

Heating coils fitted in Nos 12, 3, 7, 8 D.B. oil fuel tanks, tested as per Rules requirements and found satisfactory.

Steam smothering perforated steel pipes installed under boilers, around Q.F. unit and settling tanks, examined, tested and found satisfactory.

Stockhold 2 sand bins, 1 of 10 gallon and 2 of 2 gallon chemical

R. R. Mator.

"SHAHJEHAN"

3.

extinguishers and 2 off canvas hoses with jet and spray nozzles.
Engine Room. 2 off 2 gallon chemical extinguishers and 2 off
 canvas hoses with jet and spray nozzles.

All extended spindles and quick release valves fitted as
 per Rules. No funnel dampers and no lead pipes fitted.
 The whole system examined and tested on completion
 and found satisfactory.

Now done for repairs:- Spare tailshaft "A" placed in lathe, checked
 for truth, examined, found satisfactory and replaced on board as
 spare.

Damaged bronze propeller, which had been carried aboard, sent to
 maker and blade tips built up and fitted satisfactorily to working tailshaft.

Working tailshaft "B" drawn, examined, found satisfactory and
 replaced as working tailshaft.

C1 propeller removed from working tailshaft and replaced on board
 as spare.

Identity of Tailshaft "A" :- 514/A LR 14329
 A.F.S. 7:6:46.

Identity of Tailshaft "B" :- 514/A SPARE R.B. LR.14329
 A.F.S. 7:6:46.

Main boilers:- Butt straps in all three boilers caulked. Minor repairs
 carried out.

A. R. Morton.

Electrical Installation

Now done:- A special survey of the electrical installation
 carried out. Generators, switchboard, distribution boxes and cables
 examined, all found or placed in good order. Minor repairs
 effected.

at this time Degaussing installation and Marconi Direction Finding
 equipment fitted.

On completion of above work, installation megger tested and generators
 tested under working conditions; all found satisfactory.

It was noted that Marconi Echo Sounding equipment had been fitted on board.

ASB



© 2021

Lloyd's Register
Foundation

Handwritten notes at top left, including "15.1.25" and "18.1.25" with arrows pointing to the right.



Handwritten notes below the stamp, including "R.B.", "DF", "ESD.", and a signature.

Main body of the document containing several columns of very faint, handwritten text, possibly bleed-through from the reverse side.



© 2021 Lloyd's Register Foundation