

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

(Received at London Office 4th APR 1949)

Date of writing Report 2nd April 1949 When handed in at Local Office 2nd April 1949 Port of SOUTHAMPTON

No. in Reg. Book 95136 Survey held at Southampton Date. First Survey AND Last Survey 1st April 1949
(No. of Units 1)
on the Machinery of the Wood, Iron or Steel S.S. "SHILLONG"

Tonnage	Gross <u>9300</u>	Vessel built at <u>Liverpool</u>	By whom <u>Vickers Armstrongs Ltd</u>	When
	Net	Engines made at <u>Banar</u>	By whom <u>Vickers Armstrongs Ltd</u>	When
Nominal Horse Power		Boilers, when made (Main)	(Donkey)	
No. of Main Boilers		Owners <u>Peninsular & Oriental Steam Navigation Co Ltd</u>	Owners' Address	
No. of Donkey Boilers		Managers	(If not already recorded in Appendix to Register Book.)	
Steam Pressure in Main Boilers			Port <u>London</u>	Voyage <u>Japan</u>
in Donkey Boilers		If Surveyed Afloat <u>on in Dry Dock Afloat, Southampton Docks</u>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Lat Machinery
(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.)

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
<u>* 100 A1 unit</u>		
<u>Subboard</u>		
<u>Classification updated</u>		

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?

" " 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. To complete, as per the Secretary's letter dated 30th March, 1949, the leads to steam heating coils for the forward deep cargo tank, in way of after and middle starboard deep cargo tanks remain to be tested. It was arranged with the Chief Engineer, that this would be done before loading cargo oil in these tanks, if heating coils were required for the oil. The Chief Engineer stated that on vessels returning to the U.K. the leads to the heating coils have to be altered, so that they passed along the pipe tunnel and not through the deep tanks. Please see Secretary's letter dated 30/3/49.

Now done: - Bilge bilge pump tried on the following spaces with satisfactory results. Port starboard cofferdam aft of deep oil tanks. Double bottom cofferdam forward of No 6 P.B. tank (Central) Port starboard cofferdams forward of oil fuel cross beam tanks.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible to remain as previously recommended, subject to the leads to steam heating coils in forward deep tank, in way of after & middle starboard deep cargo oil tanks being tested before loading an oil cargo requiring heating coils.

Survey Fee (per Section 29).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ : :	19
Travelling expenses (if chargeable)	£ : :	Received by me,
		19

J. M. Lucas
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 29 APR 1949
Assigned See minute on F.E. No. 105986

