

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

(Received at London Office *J* 27 SEP 1943)

Date of writing Report *4. 6. 1943* When handed in at Local Office *4. 6. 1943* Port of *Bombay*

No. in Reg. Book *69683* Survey held at *Bombay* Date First Survey *7. 5. '43* Last Survey *31. 5. 1943*
(No. of Visits *13*)

Tonnage { Gross *2884* Vessel built at *Port Glasgow* By whom *W. Hamilton & Co* When *1905*
Net *1849* Engines made at *Port Glasgow* By whom *Clyde S. R. & Eng. Co* When *1905*

Nominal Horse Power *287* Boilers, when made (Main) *1905* (Donkey)
No. of Main Boilers *2* Owners *Wing Hong Co. Ltd.* Managers *Williamson & Co.*

No. of Donkey Boilers Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers *180 lbs* Port *Hongkong* Voyage

In Donkey Boilers If Surveyed Afloat or in Dry Dock *Victoria Dock* (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1 - 944 1.43		<input checked="" type="checkbox"/> LMC 6.38 BS 9.42 TS 4 8.40
<i>Boilers 1.43</i>		
<i>S.S. Mel. 2nd No. 3-12-29</i>		
<i>S.C. H. Kg. No. 2-38</i>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *Repairs*

Periodical 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.

as 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 " " *B.S. stated to have been completed in Calcutta.*

this was not done, state for what reasons _____

what parts of the Boilers could not be thus thoroughly examined?

so 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?

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

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 Boilers?

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

the 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?

the shaft now been changed? If so, state reasons _____

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?

the 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. Is electric light and/or power fitted

did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Leakage having been reported from the ~~top~~ top next of the longitudinal bottom stays on the starboard side of the port main boiler, the nut was removed and the boiler was opened for inspection. It was found that in addition to fairly deep radial cracks running outwards from the longitudinal stay on the water side of both end plates, there were circumferential cracks forming a complete circle round the stay nut. This crack had developed through the end plate locally. These stays are fitted with outside nuts only and no washers, there being 3 stays in the vicinity of each bottom manhole. The leakage occurred on the boiler back plate.

The fractures had developed too far to be made good by veeing out and welding and a circular piece had to be cut out and all fractured material was removed except the radial fractures, some of which were vee'd out and welded. A spigoted steel washer was made and welded in place.

General Observations, Opinion, and Recommendation:— P. T. O.

(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.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is eligible, in my opinion, to remain as classed without fresh record. Donkey Boiler not to be used.

Survey Fee (per Section 29) _____

Special Repair Fee (if any) (per Section 29.) *Rs 300/-*

Travelling expenses (if chargeable) _____

Committee's Minute _____

Assigned *Asnow*

subject

FRI 15 OCT 1943

Received by me, _____ 19. _____

Engineer Surveyor to Lloyd's Register of Shipping.



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T207 840
82 p 41
LMC 6-38

22 H. K. No. 2. 22
22 M. 2444-3-12-24

a defective part of the end plate of force
boiler in way of a longitudinal stay
deal with.

It is submitted that
this vessel is eligible to
remain as CLASSED.
The class is subject to a
suffered stay tabs in place
boiler being removed at first
of portability & the sturdy
boiler not being used.

Note examination of the
cannisters, 1942 as per
S.S. No. 3 am 12.41.

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24/9/43

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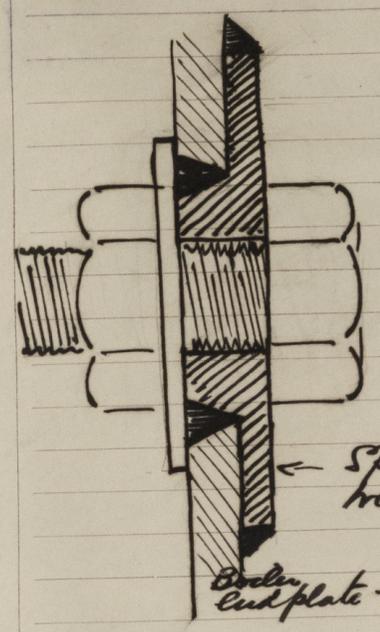
77 SEP 1943

Port of BOMBAY.

Continuation of Report No. 7311 dated 4. 6. 1943 on the

S.S. "ASHRIDGE"

both outside and inside. The longitudinal stay which could not be renewed owing to lack of suitable material was re-screwed fitted with new inside and outside nuts and an inside washer. The end plates in way of the upper most stay on the port side of the boiler was also developing in the same way, and was similarly dealt with.



The original longitudinal stays now ^{refitted} were longer than was necessary, so that the actual loss of depth of the new outside nuts is only about 3/4". The boiler was afterwards tested by hydraulic pressure at 210 lbs. per sq. inch. and examined under full steam pressure and found tight.

Spigoted Washers of tested boiler plate welded on.

H. Southwell