

G.E = 4 hrs
ELEC = 5 hrs.

No. 25229

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

(Received at London Office)

EDDEC 1952

Date of writing Report 17. 12. 19 52 When handed in at Local Office 18 DEC 1952 Port of GRIMSBY.

No. in Survey held at IMMINGHAM. Date. First Survey 4. 11. 52. Last Survey 16. 12. 19 52. (No. of Visits 5)

81489 on the Machinery of the ~~Wood Iron~~ Steel S/S. "WAR HINDOO" (R.F.A. Tanker)

Tonnage { Gross 5565 Vessel built at Port Glasgow By whom W. Hamilton & Co., Ltd. When 1919 10
 Net 3337 Engines made at Glasgow By whom D. Rowan & Co., Ltd. When 1919
 Nominal 517 MN Boilers, when made (Main) 1919 (Donkey) -
 Horse Power }
 No. of Main Boilers 3 SB Owners The Admiralty. Owners' Address -
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure - Port Lond on. Voyage Malta.
 in Main Boilers 180 lbs. * Surveyed Afloat & in Dry Dock Humber Graving Dock &
 in Donkey Boilers - (State name of Dock.) King's Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) GENERAL EXAMINATION.

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.

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? No.

" " Donkey " " " "

If not, state for what reasons B.S. not due. 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? No. 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 3/32" Is electric light ~~examined~~ 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. See attached report.

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

NOW DONE: Vessel placed in dry dock. Propeller, outside fastenings examined and found in order.

A general examination was made of the main and auxiliary machinery, as far as practicable, without dismantling and found in order. It was stated by the Owners' Representative that the main and auxiliary machinery has been opened out for examination and overhaul as necessary in routine, by the Ship's Engineers and that the machinery had given satisfaction in service.

The main and auxiliary machinery, boilers, pumping arrangement, dynamos (2), steering gear, windlass, examined under steam and found in order.

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 *LMC 9,11 or *LMC 140 lb., PD, &c.)

Submitted for the information of the Committee.

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

FRI 16 JAN 1953

Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to 008087-008095-0067 1/2

S.S. "WAR HINDOO"

Electrical Equipment.

General Examination.

The Generators and main switchboard were overhauled, minor repairs and earth and low insulation faults were removed on various circuits.

On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance on all circuits and apparatus was measured and found good.

The foregoing may be considered for a General Examination.

W. H. Cornell

SURVEYOR TO LLOYD'S REGISTER

OF SHIPPING.

FEE:-

~~XXXXXXXXXXXXXXXXXX~~

Expenses. £-12.5d.

A General Examination was for
purpose of S.S.
It is submitted that
this vessel is eligible to
remain as CLASSED.

Sub 5/1/53

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