

No. 86632  
Report of Survey for Repairs, &c., of Engines and Boilers.

Report May 2nd 1923 When handed in at Local Office 8 MAY 1923 Port of London  
Survey held at London Date, First Survey 19th April Last Survey April 20th 1923  
the Machinery of the Wood, Iron or Steel S.S. boat Hindoo (No. of Visits Two)  
2565 Vessel built at Port Glasgow By whom W. Hamilton & Co. Ltd When 1919-20  
3337 Engines made at Glasgow By whom B. Brown & Co. Ltd When 1919  
517 Boilers, when made (Main) 1919 (Donkey)  
3 Owners The Admiralty Port London Voyage  
180 If Surveyed Afloat or in Dry Dock (Donkey)  
(State name of Dock.) Fletcher's Dock

No. 180 Port London  
of Examination and Repairs (if any) Boilers  
when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and filled in the body of the report, should be briefly summarised at the end of the report. State also the of any letters respecting this case.

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).
<u>+100 A.1.</u> <u>6.22</u>	<u>June 10.19</u>	<u>25.6.20</u> <u>Carrying Petroleum in bulk</u> <u>fit for oil fuel 10.19 Flator 150</u>

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  
Was a damage report made by anyone else? If so, by whom?  
personally go inside each Main Boiler separately and make a thorough examination at this time? no  
" Donkey " " "  
state for what reasons?  
the Boilers could not be thus thoroughly examined?  
ans, in the absence of internal examination, were adopted by the }  
himself of the thorough efficiency of those parts of each Boiler? }  
mine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
amine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
mine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?  
mine the drain plugs of the Main Boilers? , and of the Donkey Boiler?  
mine all the mountings of the Main Boilers? , and of the Donkey Boiler?  
been drawn and examined? no Is it fitted with continuous liner? Is an approved appliance fitted at the after end of }  
changed? If so, state reasons the shaft to permit of it being efficiently lubricated? }  
ed new? Has it a continuous liner Is an approved appliance fitted at the after end of }  
betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 5/32 the shaft to permit of it being efficiently lubricated? }  
omplete state what arrangements have been made for its completion and what remains to be done?

mined the propellers, propeller & sea-cock fastenings.  
propeller nut hardened up.

ervations, Opinion, and Recommendation:— The machinery, so far as  
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  
on 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, or L.M.C. 9,11,  
is in good order eligible in my opinion to remain as  
ed—

Fees applied for  
19  
Received by me,  
19

J. H. Cornish  
Engineer Surveyor to Lloyd's Register of Shipping.



Drinking.

It is submitted that  
this vessel is eligible to  
remain as *CLASSED*.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

7.1.  
11/5/23.



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