

Rpt. 9

Date of writing report 20.6.61. Received London London No. 145267
 Survey held at Surrey Dock No. of visits 11 First date 13.3.61. Last date 12.6.61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65172 Name ^{SSX} "INDIA" Gross tons 520 Date of build 6-1911
 Owners Port of London Authority Managers Port of Registry London

Engines made By Type
 No. of Main Engines No. of Screws
 No. of Main Boilers W.P.
 No. of ~~Donkey~~ Donkey Boilers 2 W.P. 140lbs/sq."

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
+100A1 Dredger	DBS	5.59.
SS	SPS	5.58.
DS		1.58.

Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey DBS Condition of class,
 oil fuel conversion
 Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

- DOCKING Propellers
- Fastenings
- Has Shaft now fitted been previously used?
- Wear Down of Stern Bushes
- Has Screwshaft Tubeshaft been drawn?
- Oil Glands
- Sea Connections
- Date of Examination
- Has Shaft been changed?
- Has Shaft now examined/fitted a continuous liner?
- Approved oil gland?
- MAIN ENGINES (BEFORE STARTING)
- PORT
- STARBOARD
- 1 Cyls, Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods & Top Ends
- 4 Crankpins & Bearings
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls, Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls, Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Bolts, Blades, Bearings & Thrusts
- EXHAUST STEAM TURBINES WITH RECIP. ENGINES
- 19 STEAM COMPRESSORS
- 20 CLUTCHES & HYDRAULIC COUPLINGS
- 21 REDUCTION GEARING
- 22 THRUST BLOCKS, SHAFTS & BEARINGS
- 23 INTERMEDIATE SHAFTS & BEARINGS
- 24 HOLDING DOWN BOLTS & CHOCKS
- 25 CONDENSERS (MAIN & AUX.)
- 26 STEAM REHEATERS
- 27 DE-SUPERHEATERS
- 28 STOP & MANOEUVRING VALVES
- 29 MAIN ENGINE DRIVEN PUMPS
- 30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is eligible in our opinion to remain as classed with fresh record of DBS 6.61. now, and the notation of "Fitted for OF 6.61. F.P. above 150°F.," subject to any outstanding conditions of class being dealt with as previously recommended, but without special condition with respect to the port and starboard donkey boiler safety valves.

Date of Committee WEDNESDAY - 2 AUG 1961
 Decision as now
 DBS 6.61
 of 6.61

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 D.G. HAYWARD and G.R. MATTHEWS
 Engineers & Surveyors to Lloyd's Register of Shipping

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
 38 Independent Air Compressors, Coolers & Safety Devices..... 40 Auxiliary.....
 39 Air Receivers & Safety devices—Main.....
 41 Oil Fuel Tanks (Not forming part of hull structure)..... 43 Have Evaporator Safety Valves been tested under steam?.....
 42 Evaporators..... 44 Windlass..... 46 Fire Extinguishing Arrangements.....
 44 Steering Machinery.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY DONKEY EXPRESS Port & Stbd (5.6.61.) Good
 Superheaters..... Port and Starboard Good
 Safety Valves..... Port and Starboard Good
 Mountings, Doors & Fastenings..... Port and Starboard 140p.s.i.
 Safety Valves Adjusted to (Sat.....
 (Spt.....
 Boiler Securing Arrangements..... Exhaust Gas Heated Economisers
 Main Economisers..... Steam Generator Safety Valves Adjusted to.....
 Steam Heated Steam Generators..... Yes..... Forced Circulating Pumps.....
 Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Not applicable..... Funnel Efficient.....
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....
 Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)
 Condition of Class: Refer to London Report No. 143748 Quote "DBS 8.60. when the port and starboard donkey boiler safety valve chests have been renewed for the completion of the Donkey boiler survey and in any case before the end of November, 1960" See also Sec's letter dated 16th December, 1960.

How done:

Port and starboard donkey boiler original cast iron safety valve chests removed and new cast iron safety valve chests, supplied by Messrs. Cockburns Ltd., of Glasgow, and stamped: LLOYD'S TEST 400p.s.i. LON 12.5.61. G.R.M. fitted in place and found to function satisfactory under steam.

SEE FOLLOWER.

Oil fuel conversion DBS £16.0.0.
 Survey fees £25.0.0.

Damage fee ..
 Expenses .. £ 1.7.6.

Date when A/c rendered - 5 JUL 1961

Rpt. 9a

Port of LONDON

Continuation of Report No.

145267

dated 20.6.61

on the

Continued/...

P.L.A. DREDGER "INDIA".

OIL FUEL CONVERSION

This dredger has been equipped to burn oil fuel in lieu of coal in the port and starboard donkey boilers.

The oil fuel burning installation has been supplied by Messrs. Todd Oil Burners Ltd., of London, the pressure parts of the unit being covered by relevant Lloyd's Interim Certificates attached to this report.

The fuel oil is carried in two new mild steel fabricated tanks constructed from Lloyd's tested plates and approved electrodes, the tanks being fitted in the original coal bunker spaces port and starboard. These tanks are bolted to the flanges of the open floors and attached to the frames of the ship, the tank top being formed by the deck, thus forming part of the hull structure.

The Todd Duplex Oil Fuel Unit, complete with oil fuel lines, steam and exhaust systems, heating coils, observation tank, waste oil tank, steam smothering lines and remote controls have been installed and tested all in accordance with the approved plan No: KH.10844, attached to this report, and the Sec's letter dated 14th September, 1960, further the funnel dampers have been removed and check mechanical tests were carried out on sections removed from the 1/2", 3/4" and 1" bore solid steel piping prior to fitting same to the oil fuel lines. The results of such tests are covered with Messrs. D. Kirkaldy & Son of London Certificate No:8V516 attached to this report.

Fire Extinguishing Arrangements: now fitted to this non-propelled dredger of less than 1,000 gross tons, consist of the following:-

1. 6 - Portable extinguishers; 2 in each firing space and 2 in way of the oil pressure unit.
2. 2 - Sand bins; 1 in each firing space.
3. Steam smothering lines in each stockhold.
4. 1 - Independent power operated pump in the machinery space, the machinery space and the boiler room being separated by a steel bulkhead and water tight door.

The material and workmanship are good and the ship in my opinion is eligible to have the Notation "Fitted O.F. 6.61 F.P. above 150°F."

CIRCULAR NO: 2180: Auxiliary steam pipes of copper over 3" bore supply steam for essential services.

Certificates attached to this Report:

D.80067 London, Covering Todd Oil Burning Unit.

Messrs. Kirkaldy: Certificate No: 8V516.

Oil Pressure Pumps stamped:- LLOYD'S TEST P.L. 600 p.s.i. 13.3.60.

LLOYD'S TEST P.L. 600 p.s.i. 11.2.60.

S. Hayward & G.R. Matthews
 Surveyors to Lloyd's Register of

Shipping.

D.G. HAYWARD and G.R. MATTHEWS.

