

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

(Received at London Office

26 JAN 1950)

29 DEC 1949

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Date of writing Report.....19..... When handed in at Local Office.....19.....

Survey held at London Date. First Survey 18-10-49 Last Survey 2-1-50  
(No. of Visits.....3.....)17 on the Machinery of the Wood, Iron or Steel Drugg "INDIA" Year. Month. 1911-6

Gross 520 Vessel built at Paisley By whom Fleming & Ferguson Ltd When 1911-6  
 Net 456 Engines made at ✓ By whom ✓ When ✓  
 Main Boilers 2 Boilers, when made (Main) 1911 (Donkey) ✓  
 Owners Port of London Authority Owners' Address ✓  
 Managers ✓ (If not already recorded in Appendix to Register Book.)  
 Main Boilers 140 Port London Voyage ✓  
 Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Millwall Dry Dock  
 (State name of Dock.) H. W. Survey Commercial

Report No. ✓ Port ✓Particulars of Examination and Repairs (if any) Boilers Survey

When surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of repairs, if any, 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.

Where 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 ✓

Has a damage report made by anyone else? If so, by whom? ✓

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " " ✓

State for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Latest date of internal examination of each boiler 12-12-49 Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 140 lb/sq"

Has the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has the Surveyor examine all the mountings of the Main Boilers? yes, 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 the 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 screw 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? ✓

Engine parts, when referred to by numbers, should be counted from forward Complete for Boilers Survey & Docking

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete for Boilers Survey & Docking  
Done for Docking Vessel placed in Dry Dock, sea connections & overboard ships side discharge valves together with their outside fastenings, examined & found, or placed, in good condition  
Done for Boilers Survey Both Boilers opened out & examined internally and externally together with mountings, securing arrangements & fastenings and Safety Valves. All found or placed in good condition.

The Pumping arrangements were tested under working conditions. Bilges flooded & pumped out.

Repairs A small corroded patch on Circumferential steam, inboard back of Port Boiler, also a small corroded patch inboard back of Starboard Boiler, were built up by welding.

The Boilers were subsequently examined under steam and Safety Valves adjusted to light at Working Pressure.

Pumping System The Pump, Valves, Line of Piping, Suction Strainers etc was examined, pipes renewed (and Suction Strainers) where necessary & all valves refitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, (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 2,11, B&MS 2,11 or LMC 2,11 or LMC 140 lb., FD, &c.)

is in good condition & eligible in my opinion to remain as classed with First Award of

BS 12,49.

Survey Fee (per Section 29) BS £ 7 : - - Fees applied for 26 JAN 1950  
 Special Damage or Repair Fee (if any) £ : : Received by me, 19  
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute FRI. 24 FEB 1950Signed BS 1,50

J. B. Blacklock for Mr. Blacklock, J. B. Blacklock  
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
 Foundation

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