

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

(Received at London Office)

Date of writing Report 8 SEP 1948 When handed in at Local Office 8 SEP 1948 Port of London

No. in Survey held at London Date First Survey 5-7-48 Last Survey 30-8-1948  
 Reg. Book. 62747 on the Machinery of the Wood, Iron or Steel dredger "INDIA" (No. of Visits 2)

Tonnage { Gross 520 Vessel built at Paisley By whom Fleming & Ferguson Ltd When 1911 Month 6  
 Net 456 Engines made at None By whom ✓ When ✓  
 Nominal - Boilers, when made (Main) 1911 - 6 (Donkey) ✓  
 Horse Power - Owners Port of London Authority Owners' Address London  
 No. of Main Boilers 2 Managers Port of London Authority (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Port London Voyage ✓  
 Steam Pressure 140 lb If Surveyed Afloat or in Dry Dock Afloat  
 in Main Boilers 140 lb (State name of Dock.) W. Sney Dock  
 in Donkey Boilers -

Last Report No. PortParticulars of Examination and Repairs (if any) BS.

(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 ✓

Is 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? Yes.

Donkey ✓

not, state for what reasons ✓

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 BS. 5-7-48

Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 140 lb

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? Yes. 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? Yes. and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? None 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 stern 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.

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

Now done.

The main boilers examined internally & externally including doors, mountings & fastenings. All found or placed in good order. On completion the safety valves adjusted under steam to 140 lb.

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

now seen is in good order eligible in my opinion to remain as classified and to have fresh record of BS 8.48 now.

Survey Fee (per Section 29) 3.5 £ 7 0 0 Fees applied for 18 OCT 1948  
 Special Damage or Repair Fee (if any) ✓ £ ✓  
 Other expenses (if chargeable) ✓ £ ✓ Received by me, 19

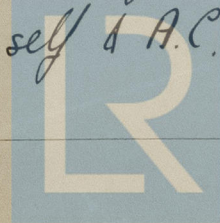
Committee's Minute TUE 26 OCT 1948

ended As now

BS 8,48

T.W. Major  
 Engineer Surveyor to Lloyd's Register of Shipping.

(for self & A.C. Widgery) 20



Lloyd's Register  
 Foundation