

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

Date of writing Report 8th Jany. 1947. When handed in at Local Office

(Received at London Office 13 FEB 1947)

Port of

COLOMBO.

Survey held at TRINCOMALEE. Date, First Survey and Last Survey 23rd Oct. 1946. (No. of Visits ONE)

Reg. Book No. 32406. Survey held at TRINCOMALEE. Date, First Survey and Last Survey 23rd Oct. 1946. (No. of Visits ONE)

Tonnage (Gross 1452 Net 892) Vessel built at Leith. By whom Ramage & Ferguson Ltd. Engines made at Leith. By whom -do- Boilers, when made (Main) 1901. Owners G.L. Shaw. Owners' Address (Donkey) -

No. of Main Boilers 2SB. No. of Donkey Boilers - Steam Pressure in Main Boilers 170lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

List Report No. 1818 Port Colombo Particulars of Examination and Repairs (if any) Part B.S.

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.

Was a damage report made by anyone else? If so, by whom? Starbd. Yes.

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

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? Starbd. Blr. 23-10-46. Present condition of funnel(s) Satisfactory.

Did the Surveyor examine the Safety Valves of the Main Boiler? Starbd. Blr., Yes. To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Starbd. Blr., 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? Starbd. Blr., Yes. and of the Donkey Boilers?

Is the screw shaft now being drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now being changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Do the parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the Survey, the safety valves of both boilers require to be adjusted under steam.

RE: This vessel is now lying at Trincomalee completely immobilised under care and maintenance with a skeleton crew. It appears that the Owner of the vessel cannot be traced and the Agents are awaiting instructions from the Ministry of Transport, London, as to the vessel's future movements. All survey work has therefore been postponed pending the receipt of these instructions.

For further particulars regarding this case please see Colombo letter of the 6th November, 1946, and Secretary's Reply of the 14th November, 1946, together with London Memorandum of the 11th October, 1946, with appended reply of the 16th ultimo.

NOW DONE:- starboard boiler examined throughout together with its safety valves, doors and mountings and all found in satisfactory condition.

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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed with fresh record of B.S.6,45 when the survey has been completed subject to all conditions at present attached to Class as previously recommended.

Rs. 95.00 Fees applied for 8.1. 1947. Received by me, 19

WED. 12 MAR 1947

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 29 APR 1947

Lloyd's Register Foundation

Write off.

omit all particulars on repairs

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

Is a Certificate required? If so, to be sent to

009287-009300-0078