

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

(Received at London Office)

21 APR 1949

Date of writing Report 12th April 1949 When handed in at Local Office 21 APR 1949 Port of London

No. in Survey held at London Date. First Survey 7-4-49 Last Survey 11-4-49
Reg. Book. 72330 on the Machinery of the Wood, Iron or Steel S.S. "RAJAHSTAN" (No. of Visits 2)

Tonnage { Gross 6391 Vessel built at Sunderland By whom Bartram & Sons Ltd. Year. Month. When 1929-11
 Net 3875 Engines made at Sunderland By whom J. Dickinson & Sons When 1929-11
 Nominal Horse Power 442 Boilers, when made (Main) 1929-11 (Donkey) 1929-11
 No. of Main Boilers 2-5-B Owners Hindustan Steam Shipping Co Ltd. Owners' Address -
 No. of Donkey Boilers 1 Managers Common Bros. (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 220 lb. Port Newcastle Voyage -
 in Donkey Boilers 150 lb. If Surveyed Afloat or in Dry Dock Afloat - Brunswick Yard (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
* 100 A1 12-48.		* LMC. 9-47. B.S. 9-48.
SS Act. - 9-47.		T.S. 12-48. C.L.
Cargo bottoms	not	filled.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Boiler Repairs.

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

Was 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?

Donkey " " " " " "

If 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 _____ Present condition of funnel(s) _____

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

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? _____, 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? _____, 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 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.

Dear and tear repair.

Port boiler, port furnace. Two small longitudinal fractures, approx 2" long at line of firebars, one port side at 4th corrugation, one at starboard side at 2nd corrugation, veed out and electrically welded.

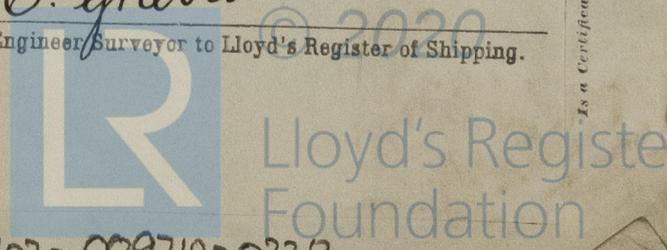
General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen is in good condition and eligible, in my opinion, to remain classed without fresh record of survey.

Fees applied for 21 APR 1949
 Survey Fee (per Section 29) £ : :
 Special Damage or Repair Fee (if any) £ 3 : 3 : 0
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, _____

E. Grieres.
Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Signed _____ As now subject without apl. Cond.

TUES. 10 MAY 1949



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

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

Some ferrace cracks occur
with.

It is submitted that this
vessel is eligible to remain
as **CLASSED** without special conditions

~~The class is subject~~
~~to the ash stove being~~
~~permanently repaired~~
~~before the end of 6. 4~~
En R.M. 5.

L.P.
4/5/66.

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