Rpt. 9.

No. 118086

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 19 Port of London.

No. in Reg. Book. 72330. Survey held at London. Date. First Survey 7-4-'49 Last Survey 11-4-1949 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. "RAJAHSTAN"

Tonnage { Gross 6391 / Net 3875.

Nominal Horse Power 442.

No. of Main Boilers 2.S.B.

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 220 lb. in Donkey Boilers 150 lb.

Vessel built at Sunderland. By whom Bartram & Sons Ltd. When (Year. Month.) 1929-11.

Engines made at Sunderland. By whom J. Dickinson & Sons When 1929-11.

Boilers, when made (Main) 1929-11 (Donkey) 1929-11

Owners Hindustan Steam Shipping Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) -

Managers Common Bros. Port Newcastle. Voyage -

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat. Brunswick Yard.

Last Report No. Port

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		✠ LMC. 9.47.
12.48.		B.S. 9.48.
SS Cert. - 9.47.		T.S. 12.48. C.L.
Cargo battens	not	fitted -

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

~~Surveyed to date below.~~

Wear and tear repair.

Port boiler, front furnace. Two small longitudinal fractures, approx 2" long at line of firebars, one port side at 4th. corrugation, one at starbd. 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 as classed without fresh record of survey.

(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, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 9.24.

Survey Fee (per Section 29) £ : :

Special ~~Damage~~ or Repair Fee (if any) £ 3 : 3 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for 21 APR 1949 19

Received by me, 19

E. Grieves.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 10 MAY 1949

Signed As now ~~subject~~ without spl. Cond.

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

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

009702-009710-0238

Some furnace cracks dealt with.

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

~~The class is subject to the ash plate being permanently repaired before the end of 6.69~~
See Apl. 8.

F.G.
4/5/66.