

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 4 / 11 / 1929 When handed in at Local OfficePort of Colombo

No. in Reg. Book. 40752 Survey held at Colombo Harbour Date, First Survey 4 / 11 / 1929 Last Survey 4 / 11 / 1929
 on the Machinery of the Wood, Iron or Steel T.S.S. "IRWIN"
 Tonnage { Gross 970 Net 377 Vessel built at Glasgow By whom D & W Henderson & Co. When 1929 - 8
 Nominal Horse Power 335 Engines made at Glasgow By whom Rankin Blackmore When 1929
 No. of Main Boilers 2 Boilers, when made (Main) Yarrow & Co. 1929 (Donkey) ---
 No. of Donkey Boilers --- Owners South Indian Railway Co. Ltd. Owners' Address Trichinopoly
 Steam Pressure in Main Boilers 225 Managers " " " Port Glasgow Voyage Dhanuskodi
 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)
 in Donkey Boilers ---

Last Report No. 49593 Port Gls

Particulars of Examination and Repairs (if any)

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?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

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?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been 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?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

at the request of Lloyd's Agents examine the auxiliary machinery to ascertain the cause of damage, cost of repairs and to give my opinion of the cause of the damage sustained, the repairs had been completed time of my inspection (on my return from Europe)

I find that ample arrangements have been made by the Makers for their lubrication, and their condition is solely due to the lack of oil - the circulating pump being in the worst condition. I understand that the lubricating pumps of these machines were repaired during the voyage out, but with the high wear and tear on the shaft bearings I presume salt water has entered the crank chamber aggravating the wear.

The repairs necessary should cost about £.250/-

I am of an opinion that the cause of the damage sustained can be

P.T.O

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, or R.L.M.C. 9, 11, 140 lb., F.D., &c.)

To remain as classed without fresh record of Survey

Survey Fee (per Section 28)..... Rs. 90/-

Special Damage or Repair Fee (if any)..... £

(per Section 28.)

Surveying Expenses (if chargeable)..... £

Fees applied for 4/11/29

Received by me, 13/11/29

FRI. 20 DEC 1929

Committee's Minute/

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

attributed solely to neglect, but consider the Engine Room staff to be undermanned for a long journey under tropical conditions.

HSM

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

added that
this vessel is eligible to
remain as CLASSED.

17/1/74



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