

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

(Received at London Office 12 JAN 1931)

Date of writing Report 17 / 12 / 1930 When handed in at Local Office 10 Port of Colombo

No. in Reg. Book. 52241 Survey held at Colombo Date, First Survey 9 / 12 / Last Survey 11 / 12 / 1930 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ Dumb Oil Barge "MAHAWELI"

Tonnage { Gross 167 Net 89

Vessel built at Colombo By whom Walker Sons & Co. Ltd. When 1926 - 10 mos

Engines made at nil By whom nil When

Boilers, when made (Main) (Donkey) + SB 16 fitted 26.

Owners Asiatic Petroleum Co. (Ceylon) Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Colombo Voyage Harbour purposes

If Surveyed Afloat or in Dry Dock Slip Walker's Slip

Donkey Boilers 100

st Report No. Port

Particulars of Examination and Repairs (if any)

Radical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

Damage report made by anyone else? If so, by whom?

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

Donkey " " " " yes

was not done, 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?

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

Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? yes

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler? yes

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler? yes

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?

Shaft now been changed? If so, state reasons

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?

The distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

I found the boiler internally and externally to be in good condition throughout.

Sluice valves in cofferdams and ship's side boiler blow down examined, and found in good order.

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 \* L.M.C. 9,11, 140 lb., F.D., &c.)

To bear record of DBS 12,30

Committee's Minute

Assigned

Rs. 50/-

Fees applied for 17/12/19 30

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



S.P.S. due 1.31/held.

N.B.—If this Report is copied by copying Press, especial 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.

It is submitted that  
this vessel is eligible for  
THE RECORD.

S.P.S. 12.30

*[Signature]*

15/1/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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