

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

2 JAN 1928

(Received at London Office)

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|--------------------------------|-----------------------------------|-------------------------------------|--|-------------------------|-----------------|-----------------|
| Date of writing Report | 19 | When handed in at Local Office | 19 | Port of | Colombo | |
| No. in Reg. Book. | Survey held at | Colombo | Date, First Survey | 25 / 11 / | Last Survey | 26 / 11 / 19 27 |
| 02543 | on the Machinery of the | Wood, & Porter Steel | Oil Barge | "Mahawoli" | (No. of Visits) | 2 |
| Tonnage { Gross 167 Net 89 | Vessel built at | Colombo | By whom | Walker, Sons & Co. Ltd. | When | 1926 |
| Nominal Horse Power { | Engines made at | | By whom | | When | |
| No. of Main Boilers | Boilers, when made (Main) | | (Donkey) | | | |
| No. of Donkey Boilers | Owners | Asiatic Petroleum Co. (Ceylon) Ltd. | Owners' Address | | | |
| Steam Pressure in Main Boilers | Managers | | (if not already recorded in Appendix to Register Book) | | | |
| in Donkey Boilers | If Surveyed Afloat or in Dry Dock | | Port | Colombo | Voyage | Local |
| | (State name of Dock.) | | | | | |

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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?

Do. " Donkey " " " Yes

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? yes

To what pressure were they afterwards adjusted under steam? 100

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

and of the Donkey Boiler? yes

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

and of the Donkey Boiler? yes

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

and of the Donkey Boiler? yes

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?

I carefully examined the Cochrane Boiler internally and found

condition very satisfactory.

Externally where visible in good condition.

All boiler Mountings were opened up for inspection, and found

in good order.

The boiler safety valves were adjusted to blow off to a pressure

of 100 lbs per sq. inch to my satisfaction.

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., E.D., &c.)

To bear record DB 11, 27

Survey Fee (per Section 29) £5.60/.

Fees applied for 29/11/19 27

Special Damage or Repair Fee (if any) (per Section 28.)

Travelling Expenses (if chargeable)

Committee's Minute

Assigned

TUES. 24 JAN 1928

+ L.B. 16 filled 26

DB 11:27

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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