

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

(Received at London Office - 7 SEP 1936)

Date of writing Report 17-8-36 When handed in at Local Office 17-8-36 Port of Calcutta
 No. in Reg. Book. 66529 Survey held at Vizagapatam Date, First Survey 14 to 17-8-36 Last Survey continuous
 on the Machinery of the Wood, Iron or Steel Dredger VIZAGAPATAM (No. of Visits 10)
 Gross 2272 Vessel built at Rampru By whom H. Simons & Co Ltd When 1926-11
 Net 929 Engines made at do By whom do When 1926
 Nominal Horse Power 500 Boilers, when made (Main) 1926 (Donkey) do
 of Main Boilers 453 Owners Government of India (Commerce Dept) Owners' Address Port Madras Voyage do
 of Donkey Boilers 180 Managers do
 Main Boilers 180 If Surveyed Afloat or in Dry Dock Vizagapatam Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers 180

Previous Report No. Port
 Particulars of Examination and Repairs (if any) BS-DKG-T.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count 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 dates 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.

Is a damage report made by anyone else? If so, by whom? Yes

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

What was not done, state for what reasons? do

What parts of the Boilers could not be thus thoroughly examined? do

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? do

Latest date of internal examination of each boiler 15-8-36

Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? do

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

, and of the Donkey Boilers? Yes

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

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? No If so, state reasons do

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft 15-8-36 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32" P & S

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? do

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the BS the safety valves require to be adjusted under steam. Arrangements have been made to do towards the end of this month.

Vessel placed in dry dock; the propellers, sea connections, tail shafts stern bushes examined and found in good order.

All boilers examined throughout; together with their mountings, manholes, doors & fastenings and found in good order.

No repairs were found necessary at this time.

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

The machinery of this vessel, so far as now seen, is in safer efficient condition and eligible, in my opinion, to remain as classed with fresh records of T.S. 06-8, 36 & B.S. 8, 36 when the safety valves have been adjusted under steam.

Repairs 395/-

Damage or Repair Fee (if any) £ : :

Expenses (if chargeable) £ : :

Fees applied for 17-4 1936

Received by me, 19

D. Carson

ACTING Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 18 SEP 1936

ed as now

TUE. 10 NOV 1936

BS due 11.36 partly held
Completion about end of month.
Porew shaft exam.

all coal milled it will
beel WILL BE eligible
for the record. BS 8.36 when
S.V. is adjusted.
8. 8.36.

L.H.
10/9/36



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