

# 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 Net 929 Vessel built at Ramree By whom A. S. Srinivasulu When 1926-11  
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).

Previous Report No. do Port do

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 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 repairs 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 do

Was a damage report made by anyone else? If so, by whom? do

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? do

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? do 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? do

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? do

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 a shaft now fitted been previously used? do Has it a continuous liner? do Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

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

If the 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 manholes, manholes, doors & fastenings and found in good order.

No repairs were found necessary at this time.

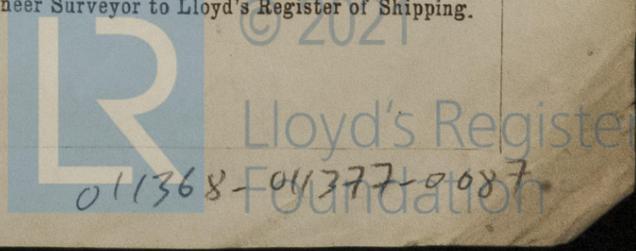
## General Observations, Opinion, and Recommendation:—

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 safe efficient condition and eligible, in my opinion, to remain as classified with fresh records of T.S. 06-8,36 & BS-8,36 when the safety valves have been adjusted under steam.

Expenses (per Section 20) Rs 395/- Fees applied for 17-4 1936  
Damage or Repair Fee (if any) do Received by me, do  
Expenses (if chargeable) do 19

Surveyor's Minute FRI. 18 SEP 1936 TUE. 10 NOV 1936  
as now



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

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

BS due 11.36 partly held  
Completion about end of month.  
Pereu draft exam<sup>n</sup>.

It is admitted it will  
be of WILL BE digible  
for the record. BS 8.36 when  
S.V. is adjusted,  
8. 8. 36.

LH  
10/9/36



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