

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office

116 JUN 1949

)

Date of writing Report: 21-5-49 When handed in at Local Office: 21-5-49 Port of BOMBAY

No. in Reg. Book. 9278 Survey held at BOMBAY Date. First Survey 4/4 Last Survey 6/5 19 49

on the Machinery of the Wood, Iron or Steel Steam Lighter "WISCA" (Ex. Vic 74) (No. of Visits 4)

Tonnage { Gross 94.15 Vessel built at _____ By whom _____ When _____
 Net _____ Engines made at _____ By whom _____ When _____

Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) _____

No. of Main Boilers _____ Owners Ruttonji Nussurwanji Nazir, Esq. Owners' Address 27.B. Queen's Road, Bombay.

No. of Donkey Boilers _____ Managers _____ (If not already recorded in Appendix to Register Book.)

Steam Pressure— _____ Port _____ Voyage Coasting

in Main Boilers _____ If Surveyed Afloat or in Dry Dock _____

in Donkey Boilers _____ (State name of Dock.) _____

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C. (Classification)

(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. see Below

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 any one else? If so, by whom? ✓

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? ✓

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? ✓

State latest date of internal examination of each boiler. 2nd May, 1949

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

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

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

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

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

Has the screw shaft now been drawn and examined? NO

Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons. ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

State date of examination of Screw Shaft. ✓

State the distance between bearing metal of stern bush and top of after bearing of screw shaft. 12/100"

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

Is electric light and/or power fitted? NO

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Please see Secretary's letter dated 21st April, 1949.

None Done:-

Vessel placed in a dry dock. The propeller and stern tube external fastenings examined and found efficient.

The oil gland tested under pressure and found satisfactory.

Tail shaft (O.G.)

The shaft was not withdrawn as this was done at Trincomalee please see Colombo surveyors report.

Sea Connections:-

All sea connections opened up, cleaned, overhauled, examined and found or placed in order.

Main Engines:-

General Observations, Opinion, and Recommendations:-

(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.)

CS 3.34.

The machinery of this vessel is eligible in my opinion to be classed with records of IMC 5.49 and T.S. O.G. with date as previously recommended.

Survey Fee (per Section 29) L.M.C. Rs. 400/-

Special Damage or Repair Fee (if any) (per Section 29) Rs. 32/-

Travelling expenses (if chargeable) _____

Fees applied for 21-5-49

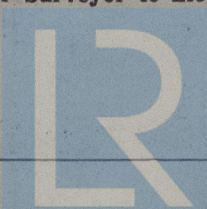
Received by me, _____ 19. _____

Committee's Minute FRI. 12 AUG 1949

Assigned L.M.C. 5.49

S(OG) 12.48

Engine Surveyor to Lloyd's Register of Shipping.



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Foundation

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

Main engines.

All the cylinders and pistons, piston rods and crossheads, All crankshaft journals and bearings All crankshaft pins, bearings and bolts, the thrust and thrust-shaft All the attached pumps and the main condenser examined and found or placed in good condition.

Auxiliaries.

The independent boiler feed pump, the circulating and bilge pump examined and found or placed in order.

Steam Pipes:-

There are no steam pipes 3 " Bore or over. The flanges of the main steam pipes and auxiliaries are stamped Lloyd's Test-500lb 1946.

Electrical

No electric light or power fitted.

Boiler

The boiler examined internally and externally with all mountings and found in good condition.

The safety valves were subsequently adjusted under steam to 120 lbs per square inch.

This boiler is stamped:-

No. 21850- Lloyd's Test 230 lb. W. P. 120 lb.
L. C. D. 29- 12- 44. C O C H R A N.

On completion of repairs and adjustments the main and auxiliary machinery were tried under working conditions and found satisfactory.

T. H. Noel



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