

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

No. 10158

Date of writing Report 14-4-52

(Received at London Office)

28 APR 1952

When handed in at Local Office

14-4-52

Port of

BOMBAY.

Book.

Survey held at BOMBAY.

Date. First Survey

28-3-51

Last Survey

4-9-1951

(No. of Visits) 3

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. LAXMI

Gross 310
Net 120
Main Boilers 1
Donkey Boilers -
Pressure -
Main Boilers 180 lb.
Donkey Boilers -

Vessel built at South Shields

Engines made at Bremen

Boilers, when made (Main) 1918

Owners Shri Ambica Steam Nav. Co. Ltd.

Managers

By whom Hepple & Co. Ltd.

By whom Bellis & Morcom, Ltd.

(Donkey)

Year. Month.

When 1918

When 1918

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port Bombay

Voyage

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

CHARACTER. *for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired	Machinery and Boiler surveys (including date of N.B., if any)
100A1 8-49		IMC 4-46
Laid up pending		BS 9-49
survey		TS CL 8-49
ss Bom. 4-46 (Dr)		

Cargo battens not fitted.

Report No. Port

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

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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.

Where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined.

Has damage report made by any one else? If so, by whom?

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

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

If not done, state for what reasons.

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

What was the last date of internal examination of each boiler?

4-9-51

Did Surveyor examine the Safety Valves of the Main Boiler?

YES.

Did Surveyor examine the Safety Valves of Donkey Boiler?

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

YES.

Did Surveyor examine the drain plugs of the Main Boilers?

YES.

Did Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

No.

Is it fitted with continuous liner?

Has screw shaft now been changed?

YES.

If so, state reasons.

Has screw shaft now fitted been previously used?

YES.

Has it a continuous liner?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

YES.

When referred to by numbers, should be counted from forward.

YES.

Did Surveyor examine the generators, motors, switchgear, cables and fuses?

No.

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

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

The vessel in dry dock. Propeller and outside fastenings examined. Sea valves opened up, cleaned examined, found or placed in good condition and replaced.

The main engine cylinders, pistons, valves and casings, rods and crossheads, guides, the crank and thrust shaft together with all their bearings, the attached pumps, the main condenser and circulating pump and its prime mover, all the above opened up examined and found or placed in good order.

The auxiliary feed pump, the general service pump opened up and examined.

The generator steam engine opened up and examined.

The main boiler opened up and examined internally and externally together with its doors, fastenings, mountings and uptakes.

General Observations, Opinion, and Recommendations:—

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.)

This report is submitted for the information of the Committee.

Part IMC Rs. 400/-

Survey or Repair Fee (if any) £

Section 29)

Expenses (if chargeable) Rs. 16/-

Surveyor's Minute

TUES. 20 MAY 1952

Deferred

Fees applied for

14-4-52

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

The Times of India Press, Bombay.

015273-015283-0238 1/2

S.S. " LAXMI "

Repairs now done.Main engine.

All bearings adjusted.

H.P. eccentric straps remetalled.

Attached feed and bilge pumps skimmed and new neck bushes fitted.

Condenser opened up and water tested.

Pumps and generator engine overhauled.

BOILER.

Bridge plates renewed.

Extensive repairs carried out to uptakes.

Sandwich plate renewed.

To Complete L.M.C. survey -

The main boiler was examined internally in September 1951.

The steam pipes require to be hydraulically tested, the electrical circuits, fittings, switchboard and generator to be examined and megger tested, boiler safety valves to adjust, the machinery to examine under working conditions and the pumping arrangements to test.

Repairs proceeded very slowly on this vessel and finally stopped owing to a dispute between the owners and the repair firm concerned.

The vessel is now laid up indefinitely

