

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

(Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of Calcutta
No. in Survey held at Calcutta Date. First Survey 4 Last Survey 10-1-1953
g. Book. 73821 on the Machinery of the Wood, Iron or Steel SS "Rama Raja"
(No. of Visits One)
Gross 783 Vessel built at Goolle By whom Goolle S.B. 6° Ltd When 1912 2
Net 328 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co When 1912 2
Nominal Horse Power 191 MW Boilers, when made (Main) 1916. Fitted 5.37 (Donkey) 1912
Owners Chhandbali Steamer Service Co. Owners' Address (If not already recorded in Appendix to Register Book.)
Managers Port Calcutta Voyage
If Surveyed Afloat or in Dry Dock Aflt.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port
Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serialim 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.

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

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

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

Donkey

his was not done, state for what reasons

SEE SPL. NOTE S.R.L. (MACHY.)

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

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?

latest date of internal examination of each boiler

Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

the 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?

shaft now been changed?

If so, state reasons

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?

date of examination of Screw Shaft

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

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

Is electric light and/or power fitted?

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

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

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

Now Done Donkey boiler smoke box casing removed and previously reported leakage found to have been caused by a broken casing stud, this has now been removed & a new stud screwed through shell locked by nut on inside Boiler hydraulically tested & found satisfactory.
Electrical generator examined under working conditions after rewinding of armature, found unsatisfactory.
The Owners have now purchased a new generator and it is intended that this will be fitted to the existing prime mover on the vessel's return from Chittagong in approx. 7 days 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.)

CS 3,34.

The Machinery of this vessel is eligible in my opinion to remain as classed without fresh record of survey subject as previously recommended but without subject regarding the donkey boiler

Fee (per Section 29) £ Fees applied for 23-1-19 53
Damage or Repair Fee (if any) £ 2000.
(per Section 29)
ing expenses (if chargeable) £ 80.
Received by me, 19

Committee's Minute

igned Deferred for MS

TUES. 24 FEB 1953

Blackwood

Engineer Surveyor to Lloyd's Register of Shipping.

© 2021

Lloyd's Register Foundation