

# 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. (No. of Visits One)

73821 on the Machinery of the Wood, Iron or Steel SS "Rama Raja"  
Gross Tonnage 783 Vessel built at Goole By whom Goole S.B. & Co Ltd Year. Month. 1912 2  
Net Tonnage 328 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co When 1912 2  
Nominal Horse Power 191 MN Boilers, when made (Main) 1916. Fitted 5.37 (Donkey) 1912  
No. of Main Boilers 1 Owners Chandbali Steamer Service Co. Owners' Address  
No. of Donkey Boilers 1 Managers - Port Calcutta Voyage  
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Aflt.  
in Donkey Boilers 100 lb (State name of Dock.)

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 how long expired.	Machinery and Boiler Surveys (including date of N.B. if any)
<u>+100A -</u>		<u>+ LMC 6.48</u>
<u>9.52</u>		<u>B.S. 7.10.52</u>
<u>S.S. Cal. 6.48 (DR).</u>		<u>T.S.C.L. 2.50</u>
		<u>+ NB made 16 refitted 5.37</u>

Particulars of Examination and Repairs (if any)

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.

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 anyone else? If so, by whom?

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

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

Where this was not done, state for what reasons?

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?

What is the latest date of internal examination of each boiler?

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

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?

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

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

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

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

What is the 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.

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

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.

*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.)

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) £ 200/- Fees applied for 23-1-19 53  
Damage or Repair Fee (if any) (per Section 29) £ 8/- Received by me, 19  
Printing expenses (if chargeable) £ 8/-

Committee's Minute  
Signed Deferred for MS  
TUES. 24 FEB 1953

Blackwood  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to 015355-015365-0104