

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

JAN 30 1941

Date of writing Report 29.10.1940 When handed in at Local Office 29.10.1940 Port of Bombay
 in Survey held at Bombay Date, First Survey 18.10.40 Last Survey 29.10.1940
 on the Machinery of the Wood, Iron or Steel S.S. HOMEFIELD (No. of Visits 5)

Gross 5324 Vessel built at Sunderland By whom H. Duffell & Sons Ltd Year. Month. When 1919.5
 Net 3228 Engines made at Stockton By whom Blair & Co Ltd When 1919
 Power 517 Boilers, when made (Main) 1919 (Donkey) ✓
 Main Boilers 358 Owners British India S.N. Co Ltd Owners' Address Port Marseilles Voyage ✓
 Donkey Boilers 180 Managers ✓ (if not already recorded in Appendix to Register Book.)
 Pressure 180 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Bombay Dry Dock

Report No. Port Particulars of Examination and Repairs (if any) BS-DKG-TS

Special Surveys, when held, must be reported in detail and seriatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

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

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

Where 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? ✓

Latest date of internal examination of each boiler 18.10.40 Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq in

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Has the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? Yes If so, state reasons Corrosion at end of liner - but shaft remains an efficient spare

Has the shaft now been fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Good fit

Date of examination of Screw Shaft 24.10.40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Bush renewed

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

Has 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? ✓

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

Vessel placed in dry dock; The propeller, sea connections, tail shaft & stern bush examined & found in good order.
 Tail shaft found somewhat corroded at after end of liner but remains efficient. The spare shaft, fitted with a new liner, has now been fitted. Stern bush renewed.
 All boilers examined throughout; together with their mountings, manholes, doors & fastenings and found in good order.
 Safety valves adjusted under steam.

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 good condition and eligible, in my opinion, to remain as classed with fresh records of BS-10,40 & TS-CL-10,40

Survey Fee (per Section 29) Rs 315/- Fees applied for 29-10-1940
 Special Damage or Repair Fee (if any) £ Received by me, 19
 Selling expenses (if chargeable) £

Committee's Minute 18 FEB 1941
 signed BS-10-40

Engineer Surveyor to Lloyd's Register of Shipping. 2020
 Lloyd's Register Foundation
 W1004-0030

Survey for Repairs, Sec. of Engines and Boilers

REPAIR

REPAIR

Of lead
perhaps changed.

It is submitted that
this vessel is eligible for
THE RECORD. 18/10/40
04018
14/10/41



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