

Received at London Office 3 SEP 1948

Date of writing Report. 17/7/48.19 When handed in at Local Office. 19 Port of AUCKLAND, N.Z.

No. in
Reg. Book
Survey held at Devonport & Auckland. Date: First Survey 4/6/48. Last Survey 14/7/48. 19
(No. of Visits 3.)

29863 on the Machinery of the Wood/Iron/or/Steel..... Twin Sc. S.S. "NARBADA"..... (No. of VLSLs.....)

69734	Gross	8988	Vessel built at	Middlesbro'	By whom	Sir Raylton Dixon & Co. Ltd.	Year.	Month.
Tonnage	Net	5460					When	1915 - 10

Engines made at Hartlepool By whom Richardsons Westgarth & When " "
Boilers, when made (Main) 1915 (Donkey) -Co.Ld.

No. of Main Boilers 5 Owners Indo-Pacific Shipping Co. Ltd. Owners' Address ---

No. of Donkey Boilers. --- Managers " " " " " " (if not already recorded in Appendix to Register Book.)
Steam Pressure— 180 lbs. Port LONDON Voyage U.K. via PORTS.

in Main Boilers.....	801b.	If Surveyed Afloat or in Dry Dock.....	Both- Calliope.	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers.....	---	(State name of Dock.)		

Last Report No.		Port	<input checked="" type="checkbox"/> for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Description of Examination and Repairs (if any) +LMC= DOCKING					

(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). 11/5/48. S.

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 anyone else? If so, by whom? --- *Cargo battens not fitted in shells. top. a*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --- *ss Sng. 2nd. No. 3-11-41*

Did the Surveyor personally go inside each Min. Diner separately and make a thorough examination at this time? ☒

Donkey

If this was not done, state for what reasons?

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

Also what special means, in the absence of internal examination, were adopted by the? _____

State latest date of internal examination of each boiler --- Present condition of funnel(s) Good, sighted.

Did the Surveyor examine the Safety Valves of the Main Boiler?..... To what pressure were they afterwards adjusted under steam?.....

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

Did the Surveyor examine the Safety Valves of their fastenings of the Main Boilers?..... and of the Donkey Boilers?.....

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

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers?....., and of the Donkey Boilers?.....

Has 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?.....

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of?

State 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.....Good Fit.....

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

Is electric light and/or power fitted? Light.

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 for DOCKING :- Examined
Propellers Outside Stern Pushes Sec Connections & all Fastenings and all found or put in good order.

also the Sea Injection & Discharge Valves attaching to the Refrigerating Machinery as per Cert.C.

& Rpt.18.herewith.

OW DONE:- All Sea Inlets & Discharges overhauled, cleaned, examined and worked; Condition now seen good. Some minor repairs effected: Fastenings & Hinge Pins renewed etc. a/c wear.

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General Observations: Origin: J. Recommendation: This Machinery is now in good condition and eligibl

(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 an 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, &c.)

in my opinion to remain as classed +LMC without fresh Record of Survey.

Certificate Issued: EXISTING CERTIFICATES TO REMAIN IN FORCE-(all clauses duly noted).

Survey Fee (per Section 29) £ 3 : 15 : 0. Fees applied for, 19

Special Damage or Repair Fee (if any) £ :
(per Section 29.)

Travelling expenses (if chargeable) £ : :

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute.....

Assigned BS 2.48

W1020-0154



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

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