

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

(Received at London Office 25 SEP 1950)

Date of writing Report 25th Aug. 1950. When handed in at Local Office 19 Port of Calcutta

No. in Reg. Book. Survey held at Calcutta. Date, First Survey and Last Survey 22nd Aug. 1950. (No. of Visits One.)

27863 on the Machinery of the Wood, Iron or Steel M.V. "TAPTI"

Tonnage { Gross 6609. Vessel built at Glasgow. By whom J. Nourse & Co. When 1945-10.
Net 4411. Engines made at Glasgow. By whom J. Barclay Curle & Co. Ltd. When 1945-10.
Nominal Horse Power 449. Boilers, when made (Main) - (Donkey) 1945-10.

No. of Main Boilers - Owners J. Nourse Ltd. Owners' Address -
No. of Donkey Boilers 2. Managers - (If not already recorded in Appendix to Register Book.)
Steam Pressure - Port London. Voyage -
in Main Boilers - If Surveyed Afloat or in Dry Dock afloat. No 10. Garden Reach Mooring.
in Donkey Boilers 120 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 14254. Port Cal.

Particulars of Examination and Repairs (if any) C.S.

(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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.

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?

Did the Surveyor personally go inside each Main Boiler 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 be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 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 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?

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 the shaft to permit of it being efficiently lubricated?

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

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

Is electric light and/or power fitted?

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

B.S. Base.

Now done for continuous survey.

The following machinery opened out, examined, and found as placed in good condition:-

Main engine No 1 cylinder, pistons, transverse beam and pins, and side rods.

The after starting air receiver.

The main attached salt water circulating pump.

Wear and tear repair. The main engine No 1 cylinder liner renewed.

The water space was found to be stamped Lloyds Test 30 lbs. N.K. 12.9.44 but no further marks of liner test. Liner examined and considered satisfactory.

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 and to receive the notation *L.M.C. C.S. (with date) when the survey cycle is complete.

Survey Fee (per Section 29)

C.S. 98/- Rs.

Fees applied for 26-8-1950

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

Received by me, 19

Travelling expenses (if chargeable)

5/- Rs.

Committee's Minute

FRI. 27 OCT 1950

Assigned CS

As noted

E. Grievess

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1079-0144

