

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

(Received at London Office 123 MAY 1942)

Date of writing Report April 27 1942 When handed in at Local Office April 27 1942 Port of New York
 No. in Survey held at New York Date, First Survey April 16 Last Survey April 24 1942
 Book 791 on the Machinery of the Wood, Iron on Steel Twin Screw M/V "EAST INDIAN" (No. of Visits 3)

Gross 5159 Vessel built at Uraga By whom Uraga Dock Co. When 1911 7
 Net 5160 Engines made at Chester, Pa. By whom James A. B. & Co. When 1926
 Nominal Power 1112 Boilers, when made (Main) (Donkey)
 of Main Boilers Owners: Ford Motors Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Port: Dearborn Voyage
 Main Boilers Donkey Boilers: 150 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Robins D.D. & Repair Co.

st Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER of Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to this class.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A1 10.41</u>		<u>100A1 10.41</u>
<u>Shelter deck with gridded</u>		<u>3.37</u>
		<u>D.B.S. 10.41</u>
		<u>Ch. 1.41</u>
<u>S.S.M.V. No. 12.27</u>		<u>Ch. P.D.M. 1.41</u>
		<u>11.5.12.6-28</u>

Particulars of Examination and Repairs (if any) Fastenings, C.S.
 Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 slides 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. ✓
 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 " " " ✓
 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 ✓ Present condition of funnel(s) Good
 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? ✓
 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 7 1/4" 5 5/8"
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes
 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: Vessel placed on drydock, outside fastenings of propellers, stern bush and star connections found in good order. Spare piston fitted in No. 2 top cylinders. No. 1, No. 2, No. 3 and No. 4 top transverse with upper piston rods, center pins and bearings, side pins and bearings, guides and slippers examined.

Starboard main engine: No. 1, No. 2, No. 3 and No. 4 top transverse with upper piston rods, center pins and bearings, side pins and bearings, guides and slippers examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion, to remain as now classed with such record of M.C.S. with date when the survey has been completed.

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 CS 3.34, 140 lb., F.D., &c.)

Fee (per Section 29) \$35- Fees applied for May 8 1942
 Damage or Repair Fee (if any) 5 Received by me, 19
 (per Section 29.)
 Billing expenses (if chargeable) £ : :
 Committee's Minute NEW YORK MAY 6 1942
 Signed As now

Is a Certificate required? If so, to be sent to

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