

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

(Received at London Office AUG 28 1939)

Date of writing Report August 29 1939 When handed in at Local Office

Port of Calcutta

No. in Reg. Book. 10350 Survey held at Calcutta Date, First Survey 9.8.39 Last Survey 9.8.39 19 (No. of Vists 1)

on the Machinery of the ~~Wooden~~ Steel

Tonnage } Gross 8003 Vessel built at Calcutta By whom S. Hamilton & Co. When 1926-11.
 Net 4805 Engines made at Calcutta By whom D. Gosau & Co. When 1926.

Nominal Horse Power 1020 Boilers, when made (Main) Calcutta (Donkey) Calcutta

No. of Main Boilers 1 Owners J. Ducklebaud Managers J. Ducklebaud

No. of Donkey Boilers 1 Owners' Address (if not already recorded in Appendix to Register Book.) Port Liverpool Voyage

Steam Pressure in Main Boilers 200 If Surveyed Afloat in Dock No. 2 Garden Reach. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. Port Calcutta

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

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

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 PA. S.S. 8/8. 9.8.39 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? 200 lb. 0

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 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

Not done: S.S. After main boiler seen under steam Safety valves adjusted -

General Observations, Opinion, and Recommendation. The machinery of this vessel so far as has been seen is in good condition & eligible in my opinion to remain as classed. To have record S.S. (with date).

Survey Fee (per Section 29) Rupees 30/- Fees applied for 9-8-1939

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

Travelling expenses (if chargeable)

Committee's Minute 12 SEP 1939

Assigned As now subject

BS 6. 39

CHARACTER- * for Special Survey Date of last Survey and of Periodical Surveys.	Year last surveyed or repaired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 1000 L.	3.39	+ L.M.C.
S.S.		M.S. 6/8/34
S.S. Cal No. 3-8-38		S.S. 9.88
		C.L. 5.57

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

In a Certificate required If so, to be sent to

W 1187-0122