

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

Date of writing Report 20/5/43 When handed in at Local Office 20/5/43 Port of Sydney, N. S. W.

No. in Survey held at Sydney, N. S. W. Date, First Survey and Last Survey 13-5-1943
Book. 721 on the Machinery of the Wood, Iron or Steel T.S.M.S. INDIA (No. of Visits 1)

Name { Gross 9977 Vessel built at Hamburg By whom Deutsche Werft A.G. Det. Fin. Year. Month. 1939. 1
Net 5800 Engines made at Augsburg By whom Maschinen A.M. A.G. When 1939
Nominal Horse Power 1167 Boilers, when made (Main) Owners The Texas Co. (Norway) A/S. (Donkey) 1939
of Main Boilers Managers H. B. Mathieson Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 31 Main Boilers 1714 If Surveyed Afloat or in Dry Dock Afloat. Port Ostlo Voyage —

Previous Report No. 3980. Port P.N.L.
Particulars of Examination and Repairs (if any) Part L.M.C. - C.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the names and initials of any letters respecting this case.

Where 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?

Was this 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?

What is the latest date of internal examination of each boiler?

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 the 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?

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of a bearing of screw shaft

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

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 C.S. Case.

Now done for part L.M.C. - C.S. :- Nos. 5 Port and 2 Starboard main engine cylinders opened out for purpose of clearing choked oil-ways. Cylinder liners examined and found in good condition. Oil ways now seen clear.

In S.P. list :- " Ex. stbd bedplate by 3-43 (12 mos. limit). Spare piston to supply. It was stated that the bedplate had been examined in Durban during the completion of the M.S. in March 1943, the spare piston also being supplied at that time.

General Observations, Opinion, and Recommendation:—
(State clearly by 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressure, &c.; thus, for example, E.S. 9, 11, B.S.M.S. 9, 11, & L.M.C. 9, 11, & L.F.C. 140 lb., F.D., &c.)
The machinery of this vessel, as far as seen, is in good condition, and is in my opinion to remain as is, and to have record of L.M.C. - C.S. in the Register Book when the survey has been completed.

CHARACTER	Years assigned	Machinery and Boiler Surveys (including date of N.B., if any)
1-100 A1		L.M.C. 1-39
2-43 3, 43		T.S. P.N.L. 8-43
		S.(N) 8-43
		DBS 2-43

Carrying Petroleum in bulk.

OIL ENGINE CONTINUOUS LINER. La Mont W.T.D.A.

Portion 29) £ 2 : 2 : 0 Fees applied for 19/5/43
 Repair Fee (if any) £
 Portion 29.) £
 (if chargeable) £

Received by
 10

Engineer Surveyor to Lloyd's Register of Shipping

Minute FRI. 24 SEP 1943

Completion of form

Detail of examine started
red plate exposed 3-04

DA

22/9/43



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