

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

(Received at London Office 26 MAY 1942)

Date of writing Report 5.3.1942 When handed in at Local Office 5.3.1942 Port of Bombay.

No. in Survey held at Bombay. Date, First Survey 20.2.42 Last Survey 1.3.1942 (No. of Visits 2)

1291 on the Machinery of the Wood, Iron or Steel of British Sergeant

Gross 5868 Vessel built at Newcastle By whom Palmers Leo. Ld. When 1922 8

Net 3387 Engines made at Newcastle By whom Palmers Leo. Ld. When 1922

Nominal Horse Power 593 Boilers, when made (Main) 1922 (Donkey) 1922

Main Boilers 3 (Donkey) Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 1 Managers Port London Voyage

Pressure Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Merewether Dry Dock

Donkey Boilers 120 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, 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.

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.

Has 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 go inside each Donkey Boiler separately and make a thorough examination at this time?

Where examination 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?

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

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 200 lbs (See Rpt)

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No 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? 70 1000

What is the 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.

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

Has the Surveyor examined 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.

NOW DONE: Vessel in dry dock; the propeller and sea fastenings examined.

Adjusted safety valves of forward and starboard boilers after skimming up of valve lids and seats. The Port boiler safety valve lids and seats were similarly dealt with but the safety valves were not adjusted as the boiler was not ready.

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.)

The machinery of this vessel is eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ 45/-
Special Repair or Repair Fee (if any) (per Section 29) £ 50/-
Travelling expenses (if chargeable) £ 5/-
Fees applied for 5.3.1942
Received by me, 19.

Committee's Minute Assigned As now
FRI. 12 JUN 1942

Mr Rundle
Engineer Surveyor to Lloyd's Register of Shipping.



W12-0018

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

7.41

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



Vertical text on the left edge of the page.

*Locking
Safety valves overhauled*

It is submitted that
this vessel is eligible to
remain in class.

[Signature]
11/14/20

