

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

(Received at London Office)

Date of writing Report 13-12-40 When handed in at Local Office 19 Port of Karachi

No. in Reg. Book 83719 Survey held at Karachi Date, First Survey 19-9-40 Last Survey 10-12-40
 on the Machinery of the Wood, Iron or Steel "SOPHIE MARIE" (No. of Visits 30)

Tonnage { Gross 1138 Vessel built at Wesermunde-L By whom Schiffbau unterweser Year. Month. 1923
 Net 677 Engines made at Berlin By whom A. Borsig m.b.H When -
 Nominal Horse Power 142 Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers 2 Owners Thoban Devji & Meghji Gopalji Owners' Address Bombay
 No. of Donkey Boilers - Managers - Port Bombay Voyage H.M.I.S.
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry dock
 in Donkey Boilers - (State name of Dock.) Giles

Last Report No. Port

Particulars of Examination and Repairs (if any)

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 summarised 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? Yes on 20-9-40, 10-9-10-40

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? All parts 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 8th & 11th Novr. 1940Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? yes on 10-12-40 To what pressure were they afterwards adjusted under steam? 200 lbsDid 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? yes, 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? yes, and of the Donkey Boilers? -Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Lignum vitae bush only.Has shaft now been changed? yes If so, state reasons liner worn on originalHas the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No. 1/16"State date of examination of Screw Shaft 16-11-40 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 YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey completed.

All cylinders, pistons, slide valves, pumps, condenser, shafting, propeller, sea connections and their fastenings and the general equipment of cocks, pipes, bilge suction, roses etc. examined and repaired. The boiler with its safety valves, doors and mountings examined inside and outside and the safety valves adjusted under steam to a pressure of 200 lbs. per square inch. Boilers tested by hydraulic pressure to 400 lbs per square inch. Main and auxiliary steam pipes tested. Shaft drawn out and examined and bush renewed. All necessary minor repairs carried out as recommended.

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.S.M.S. 9, 11, L.M.C. 9, 11, or condition)

This vessel's machinery is in good and efficient condition in my opinion to remain as classed and to have fresh record of survey LMC 12.40 TS

Survey Fee (per Section 29) Rs. 325/-Special Damage or Repair Fee (if any) £Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

FRI. 14 FEB 41

Lmb. 12.40

W. Mackay
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W126-0072

S.S. no 3 due 10.39 Held on engines
and boiler

Y.S. resumed on account of worn liner

It is submitted that
this vessel is eligible for
THE RECORD.

4 Lub. 12.40
S. 11.40 N.

Run
11.2.41



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