

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

(Received at London Office

29 JUN 1942)

Date of writing Report 18.3.1942 When handed in at Local Office 18.3.1942 Port of Bombay

No. in Reg. Book 19882 Survey held at Bombay Date, First Survey 14.3.1942 Last Survey 14.3.1942 (No. of Visits 1)

Tonnage Gross 5424 Net 3397 Vessel built at Port Glasgow By whom Lithgows Ltd. Engines made at Glasgow By whom D. Rowan & Co. Ltd. (Donkey) 1929 Owners The Asiatic Steam Navigation Co. Ltd. Managers Merewether Drydock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Docking

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

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

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? 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 shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 Is electric light and/or power fitted?

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

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

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

## 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.) CS 3,34.

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

Survey Fee (per Section 29) £ 45/- Fees applied for 18.3.1942 Special Damage or Repair Fee (if any) (per Section 29) £ : Received by me, £ 19/- Travelling expenses (if chargeable) £ :

Committee's Minute Assigned As now TUE. 7 JUL 1942

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



Lloyd's Register Foundation W147-0188

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

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

Docking

Subsequently sunk by  
torpedo.

RA

2/7/42



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