

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

(Received at London Office

10 APR 1942

Date of writing Report *14th Dec* When handed in at Local Office *19* *Port of Balenka*

No. in *12.1.42* Survey held at *Balenka* Date. First Survey *12.1.42* Last Survey *13.1.42* 19 *3* (No. of Visits *3*)

g. Book. *888* on the Machinery of the *Wood* *Steel*

Age { Gross *5280* Vessel built at *Wagons*
Net *309* Engines made at *do.*
Nominal *38* Boilers, when made (Main) *do.*
Use Power } Owners *James House*
of Main Boilers *2* Managers *James House*
of Donkey Boilers *2* *Surveyed Afloat or in Dry Dock*
m Pressure *120* (State name of Dock.)
Main Boilers *120*
Donkey Boilers *120*

By whom *M. H. B. Hima* Owners' Address *London*
By whom *C. Russell & Co.* (Donkey) *1939* When *1939* Year. Month.
When *1939* When *1939*

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

st Report No. *Port* *Particulars of Examination and Repairs (if any)* *J.R.C.S.*

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause 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.

amage 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.

a damage report made by anyone else? If so, by whom?

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

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?

latest date of internal examination of each boiler

he Surveyor examine the Safety Valves of the Main Boiler?

he Surveyor examine the Safety Valves of Donkey Boiler?

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

he Surveyor examine the drain plugs of the Main Boilers?

he Surveyor examine all the mountings of the Main Boilers?

he 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? *No.*

haft now been changed?

If so, state reasons

he 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?

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

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

Is electric light and/or power fitted?

did the Surveyor examine the generators, motors, switchgear, cables and fuses?

he insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

done: Vessel in afloat, propeller, fastenings, sea connections, stern-bush, screw shaft, found in good order.

The following items have been examined as part C.S. found in good condition:-
1, 2, 3 Cylinders, liners, top bottom pistons, transverse beams, sea water pumps -
Salt - fresh water circulating pumps.

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.)

Machinery of this vessel as far as has been seen is in good condition & is in good opinion is to remain as classified - to have repairs C.L. 1-42 - C.S. (with date) when the survey is complete.

Fee (per Section 29) *Rupees* £ *200/-* Fees applied for *14.1.42*
Damage or Repair Fee (if any) £ *48/-* Received by me, *19*
Expenses (if chargeable) £ *48/-*

Committee's Minute

FRI, 24 APR 1942

signed

As now

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

Cs

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S/42
Hus
22.4.42

Is this all?
Case



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