

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

(Received at London Office AUG 28 1939)

Date of writing Report 5-8-1939 When handed in at Local Office 5-8-1939 Port of Baleutha

No. in eg. Book. 2008 Survey held at Baleutha Date, First Survey 22-7-39 Last Survey 5-8-1939
on the Machinery of the Wood, Iron or Steel S.S. "CHANTALA" (No. of Visits 4)

Gross Tonnage 3129 Vessel built at Glasgow By whom Barclay Curle & Co Ltd When 1920-8
Net Tonnage 1428 Engines made at do By whom do When 1920

Nominal Horse Power 678 Boilers, when made (Main) 1920 (Donkey)
No. of Main Boilers 452 Owners British India S.P. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port Glasgow, Voyage

Working Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Batavia Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) BS-2KG-T.S.

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.

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

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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where this 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?

State latest date of internal examination of each boiler 22-7-39 and 27-7-39 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lbs/sq"

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? 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?

Has shaft now been changed? Yes If so, state reasons From mis on working shaft.

Has 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?

State date of examination of Screw Shaft 29-7-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft As per drawings

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

Did you, 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?

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

Vessel placed in dry dock; the propeller, sea connections, tail shaft & stern bush examined. Spare tail shaft fitted - stern bush rewooded. All boilers examined throughout together with their mountings, manholes, doors & fastenings and found in good order. Safety valves adjusted under steam.

Please Note:- Oil fuel installation has not been used for many years, and is not in fit condition in its present state for service. It is recommended that the installation "Fitted for oil fuel etc" be deleted from the Register Book.

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, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh record of BS-8,39 & TS, CL-7,39.

Survey Fee (per Section 29) Repus 395/-
Special Damage or Repair Fee (if any) (per Section 29.) _____
Travelling expenses (if chargeable) _____
Fees applied for 5-8-1939
Received by me, _____

S. J. Bell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Signed BS 8.39



W157-0060

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