

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

LONDON 6 JAN 1910

(Received at London Office)

Date of writing Report *5th January 1910* When handed in at Local Office *19* Port of *Southampton*

No. in Reg. Book. *612* Survey held at *Southampton* Date, First Survey *Jan. 1* Last Survey *Jan. 1* 19*09*

on the Machinery of the *Wood, Iron or Steel* *Twin S.S. "Rohilla"* Master *J. Smith*

Tonnage Gross *4365* Net *4205* Vessel built at *Belfast* By whom *Harland & Wolff Ld.* When *1906* 11

Registered Horse Power *1484* Engines made at *Do.* By whom *Do.* When *1906*

No. of Main Boilers *6* Boilers, when made (Main) *1906* (Donkey) ☒

No. of Donkey Boilers *✓* Owners *British India S. Nav. Co. Ld.* Port *Glasgow* Voyage *Karachi*

Steam Pressure in Main Boilers *215* If Surveyed *Afloat or in Dry Dock* *Nº 6 dry dock*

in Donkey Boilers *✓* (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or Not Assigned.	Machinery and Boiler Survey (including date of N.B., if any).
<i>+100 A1.</i> <i>8.08</i>		<i>+L.M.C. 11.06.</i>

Last Report No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(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? *No*

Do. " Donkey " " " *None*

If this was not done, state for what reasons? *Not due for survey*

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? *✓*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No*

To what pressure were they afterwards adjusted under steam? *Not adjusted*

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? *No*

, and of the Donkey Boiler? *✓*

Did the Surveyor examine the drain plugs of the Main Boilers? *No*

, and of the Donkey Boiler? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *No*

, and of the Donkey Boiler? *✓*

Has screw shaft now been drawn and examined? *No*

Is it fitted with continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

Has shaft now been changed? *No* If so, state reasons *✓*

Is the shaft now fitted new? *No*

Has it a continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/8 on each.*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

Propellers and sea-connection fastenings examined and found in order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen*
(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. 9.08, B.&M.S. 9.08, or L.M.C. 9.08, 149 lb., F.D., &c.)
is in safe working condition and eligible, in my opinion, to remain as classed, without further record of survey

Survey Fee (per Section 28)..... £ *✓* : : Fees applied for
Special Damage or Repair Fee (if any)..... £ : : 10
(per Section 28.)
Travelling Expenses (if chargeable)..... £ *✓* : : Received by me,
19

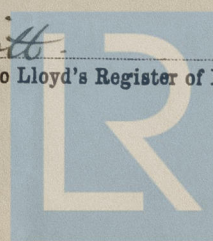
R. Elliott
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. 7 JAN 1910

Assigned

As above.



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W1572-0054

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

#610
6.1.10

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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