

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

No. 10353

(Received at London Office)

16-NOV-1952

of writing Report 23-10-1952 When handed in at Local Office 23-10-1952
 Survey held at BOMBAY Date First Survey & Last Survey 22-10-1952
 on the Machinery of the Wood, Iron or Steel S.S. "SHWEDAGON" (No. of Visits 1)

Gross 3391 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1912 Month 5
 Net 1999 Engines made at Newcastle By whom Wallsend Slipway Co. Ltd. When 1912
 199 Boilers, when made (Main) 1912 (Donkey) 1912
 Owners Indo-Burmah Petroleum Co. Ltd. Owners' Address
 Managers British Tanker Co. Ltd. Port Calcutta Voyage
 If Surveyed Afloat or in Dry Dock Hughes Dry Dock
 (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 now expired	Machinery and Boiler surveys (including date of N.B., if any)
+ 100A1 9-51		+ IMC 3-48
ss Cal. - 3-48 (Dr).		BS 8-51
Carrying Petrol- eum in bulk		TS CL 6-50
Fitted for oil fuel 5-12		
F.P. above 150°F		

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. On account of Damage (the cause of which must be stated) should be separated from Repairs due to 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 the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined
- Age report made by any one else? If so, by whom?
- Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
- Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?
- Done, state for what reasons.
- Means of the Boilers could not be thus thoroughly examined?
- 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?
- Means of internal examination of each boiler.
- Surveyor examine the Safety Valves of the Main Boiler? Present condition of funnel (s)
- Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
- Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? To what pressure were they afterwards adjusted under steam?
- Surveyor examine the drain plugs of the Main Boilers?
- Surveyor examine all the mountings of the Main Boilers?
- Shaft now been drawn and examined? No Is it fitted with continuous liner?
- Shaft been changed? No If so, state reasons.
- Shaft now fitted been previously used?
- Examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/16"
- Surveyor examine the generators, motors, switchgear, cables and fuses? No Is electric light and/or power fitted? YES
- Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

not complete, state what arrangements have been made for its completion and what remains to be done.
 The vessel in dry dock; Propeller and outside fastenings examined.
 All sea valve grids removed cleaned and replaced.
 Repairs now done
 1 stud on sterntube check ring renewed.

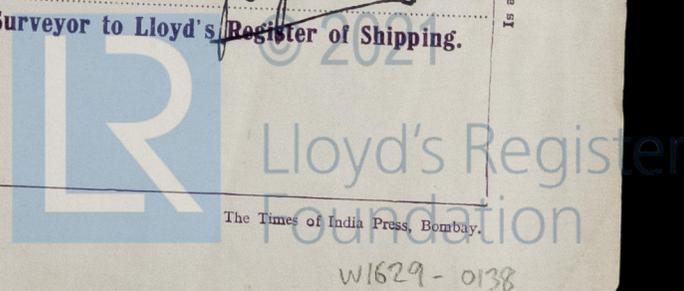
Observations, Opinion, and Recommendations:—

State any 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 the above vessel is eligible in my opinion to remain as classed without record.

Section 29) Dkg. Rs. 70/- Fees applied for 23-10-1952
 Repair Fee (if any) £ : :
 Section 29) £ : :
 (if chargeable) £ : :
 Received by me,
 THU 13 NOV 1952
 Deferred for Lmc

Engineer Surveyor to Lloyd's Register of Shipping.



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