Rpt. 9.

No. 10891

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

(Received at London Office 2-MAR 1954)

Date of writing Report 16-2-1954 When handed in at Local Office 16-2-1954 Port of BOMBAY

No in Reg. Book. Survey held at BOMBAY Date. First Survey 3/2/54 Last Survey 4-2-1954 (No. of Visits)

03519 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "BHARATBALA"

Tonnage: Gross 1137, Net 426

Nominal Horse Power 324

No. of Main Boilers 2

No. of Donkey Boilers -

Steam Pressure in Main Boilers 200 lb.

in Donkey Boilers -

Vessel built at Port Glasgow By whom Clyde S.B. & E.Co.Ld. When Year 1928 Month 1

Engines made at Port Glasgow By whom Clyde S.B. & E. Co.Ld. When 1928

Boilers, when made (Main) 1928 (Donkey) --

Owners Bharat Line Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Bombay Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. Port

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)
BS* 2-53		MBS* 1-51
ss Bom.- 1-51		BlrS 2-53
A.S. 2-53		msp 1-51
		TS CL 3-52

Particulars of Examination and Repairs (if any) DOCKING

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 details of any letters requesting 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? Yes

" " Donkey " " "

If not, 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 satisfy himself of the thorough efficiency of those parts of each Boiler?

Is hydraulic date of internal examination of each boiler S. ble 4/2/54 Present condition of Boiler(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they therefore adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they after-wards adjusted under steam?

Did the Surveyor examine the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

Did the Surveyor examine the tube plates of the Main Boilers? Yes and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Was the stern shaft now withdrawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining gland fitted at the after end? ✓

Has any bush changed? No If so, state reason ✓ Did the liners now fitted show previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining gland fitted at the after end? ✓ State date of examination of Stern Shaft ✓

Was the bush 3/16" inches thick after bore fitted? ✓ If so, did the Surveyor examine the propeller, rotary, withdrawn sealed and fuse? ✓

Was the insulation resistance of the generator, circuits and apparatus then before and found to be not less than 100,000 ohms? ✓

Are the parts, when required to be dismantled, ready to be taken from working. Auxiliary machinery should be referred to by making it Machinery Spare

Is any machinery spare when arrangements have been made for its examination and what machinery has to be dismantled and what remains to be done

Now Done:

Vessel in dry dock; the propeller, sea fastenings and sea connection examined.

Now Done for BS

Starboard boiler and its mountings examined throughout.

It was stated that the survey would be completed at an early date i.e. examination of port boiler and adjustment of safety valves.

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, BS 9/11, MBS 6/11, CMBS 9/11 or BS 140 lb., FD, &c.)

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of BlrS 2.54 upon completion of the survey.

3 BlrS

Survey Fee (per Section 23) BS (Part) Rs.160/- Dkg. Rs. 50/-

Fees applied for 16-2-1954

Damage or Repair Fee (if any) (per Section 23.) £

Travelling expenses (if chargeable) Rs. 8/-

Received by me, 19

Committee's Minute THURSDAY 18 MAR 1954

Signed As now

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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