

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

(Received at London Office

Date of writing Report

When handed in at Local Office

19

Port of

Calcutta

No. in Reg. Book. Survey held at Date. First Survey Last Survey 19

74998 on the Machinery of the Wood, Iron or Steel S.S. 'HARESFIELD'

(No. of Visits)

Tonnage } Gross 5299
Net 3212
Vessel built at Sunderland By whom W. Daxford and Sons Ld. When 1919 7.
Engines made at S.H. By whom " " " When 1919.
Nominal Horse Power 517. Boilers, when made (Main) 1919. (Donkey) —
No. of Main Boilers 358. Owners British India Steam Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers. Managers. Port Glasgow. Voyage
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers.

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.	Year now assigned expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. 6, 41. SS. Col. No. 3-8, 40.		LMC. MS 11, 39. BS 6, 41. TS. CL. 6, 41.

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.)

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?

" " Donkey " " "

If this was not done, state for what reasons

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?

State latest date of internal examination of each boiler.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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? 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? and of the Donkey Boilers?

Has the 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?

Has shaft now been changed? If so, state reasons.

Has the 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?

State 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.

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

Is electric light and/or power fitted

If so, 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?

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

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.)

LMC
CS 3, 34.

Survey Fee (per Section 29)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any)	£	:	:	19.
(per Section 29.)				Received by me,
Travelling expenses (if chargeable)	£	:	:	19.

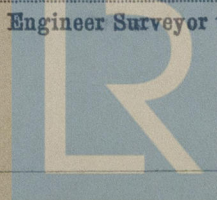
Committee's Minute

FRI. 18 SEP 1942

Assigned

P.S. 7.42

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W173-0105

No. 642 Held

It is submitted that
this vessel is eligible for
THE RECORD.

No. 742

Run

17.9.42



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