No. 42049

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

(Received at London Office WED. JUL. 5 1922)

Date of writing Report 1st July 1922 When handed in at Local Office 1st July 1922 Port of Glasgow.

No. Survey held at Glasgow Date, First Survey 23rd June Last Survey 27th June 1922 (No. of Visits 2.)

9 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "NIGARISTAN" ex "Digatalawa" Master ✓

Gross 5883 / Net 3675	Vessel built at Vegesack	By whom Bremer Vulkan	When (Year / Month) 1912.
Tonnage 422	Engines made at "	By whom "	When 1912.
Main Boilers	Boilers, when made (Main)	(Donkey) 1912	
Donkey Boilers One	Owners F. C. Strick & Co. Ltd.	Port London.	Voyage Persian Gulf.
Pressure— Main Boilers	If Surveyed Afloat or in Dry Dock (State name of Dock.)	Stokes Bay & Goven No 3 Dry Dock.	
Donkey Boilers 121 lbs/in²			

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).
✠ Sam. —		9, 21

Report No. Port

Particulars of Examination and Repairs (if any) COMP. L.M.C.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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 refused? ✓ 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? already done at Falmouth.

" Donkey " " " yes.

If not, why 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 assure himself of the thorough efficiency of those parts of each Boiler? ✓

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? yes To what pressure were they afterwards adjusted under steam? 121 lbs./in².

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? none.

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? yes

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

The distance between lignum vitæ of stern bush and top of after bearing of screw shaft? good fit.

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete — as per instructions in Lon. ltr. E of 22nd June, 1922. This is an ex-German vessel, submitted for classification at Falmouth recently.

NOW DONE: The donkey boiler examined internally & externally: safety valves & other mountings of same, examined: all plates were drilled, thicknesses ascertained & all scantlings found to be in accordance with accompanying approved plans as entered on First Entry Form herewith.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is now, as far as seen, in good order & safe working condition and is eligible, in my opinion, to have record L.M.C. 6,22 inserted in the Register Book, as recommended by the Falmouth Surveyors.

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, E.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11' 140 lb., F.D., &c.)

Survey Fee (per Section 28) £ : : Fees applied for ____ 19____

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, ____ 19____

Travelling Expenses (if chargeable) £ : :

J. D. Boyle
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 4-JUL 1922

Signature Transmit to London

FRI. JUL. 7 1922

See Tal. Apr 8109

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

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

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