Rpt. 9.

No. 7013

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

(Received at London Office 25 NOV 1942)

Date of writing Report 28. 8. 1942 When handed in at Local Office 28. 8. 1942 Port of Bombay

No. in Reg. Book. Survey held at Bombay Date. First Survey 20. 7. 42 Last Survey 20. 7. 1942 (No. of Visits 1)

~~3350~~ on the Machinery of the ~~Wood, Iron or~~ Steel s/s "Pilawa"

Tonnage { Gross 10006. Net 6153

Nominal Horse Power { 900

No. of Main Boilers 4

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 215 lb. in Donkey Boilers ✓

Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ld. When Year. 1924. Month. 5

Engines made at Newcastle By whom Hawthorn Leslie & Co. Ld. When 1924

Boilers, when made (Main) 1924 (Donkey) ✓

Owners British India S. N. Co. Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Glasgow. 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)
✠ 100 A 1 - 1.42 with freeboard		✠ LMC 11.39
		BS ~~7.40~~ 1941
		TSCL 1.42
S.S. Cal. No. 3 - 11.35		
S.S. Cal. No. 1 - 40		

Last Report No. Port

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 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.

" " 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 5/32".

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 Complete.

Vessel in dry dock. Examined propellers, stern bush end and outside fastenings and found all in good order.

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.) CS 3,34.

The machinery of this vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed without fresh record

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

Survey Fee (per Section 29) £ 4.5/-

Special Damage or Repair Fee (if any) (per Section 29) £ ✓ : :

Travelling expenses (if chargeable) £ ✓ : :

Fees applied for 28. 8. 1942

Received by me, 19

A. Southwell

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 8 DEC 1942

Committee's Minute

Assigned As now

THACKER'S PRESS AND DIRECTORIES, LTD., CALCUTTA.

W222-0004

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

Yhm
4.12.42

B. due 11.43.