

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

No. 11959

(Received at London Office)

27 APR 1944

of writing Report 14<sup>th</sup> March 1944 When handed in at Local Office 14<sup>th</sup> March 1944 Port of Calcutta

Survey held at Calcutta.

Date. First Survey 29<sup>th</sup> Feb.

Last Survey 14<sup>th</sup> March 1944

on the Machinery of the Wood, Iron or Steel *Tw.* SS. "EL. MADINA" (No. of Visits 2)

Gross 3962 Vessel built at Glasgow By whom Barclay Curle & Co Ltd When 1937-11

Net 1628 Engines made at Glasgow By whom Barclay Curle & Co Ltd When 1937

Boilers, when made (Main) 916 Owners Scindia Steam Nav Co Ltd. Owners' Address (Donkey)

Boilers 158 Managers (If not already recorded in Appendix to Register Book.)

Boilers 220 Surveyed Afloat or in Dry Dock Calcutta Wharf. Port Bombay. Voyage

Boilers 220 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 11878 Port CAL.

Particulars of Examination and Repairs (if any) *inchy repairs*

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

not done, state for what reasons

Parts 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?

Date of internal examination of each boiler

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

Has the Surveyor examine the Safety Valves of Donkey Boiler?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

Has the screw shaft now fitted been previously used? Has it a continuous liner?

Has the examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

When referred to by numbers, should be counted from forward.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Is the system not complete? state what arrangements have been made for its completion and what remains to be done.

*Request of Owners examined the 8th main engine HP slide valve and spindle valve is of the Andrews & Cameron double opening balanced type and was found to be bearing hard on the 8th side of the valve cage, while the top of the valve spindle had worn away the guide bush in cover dome.*

*DONE. New dome and bush fitted to cover and a new bush fitted in chest.*

*Has made a short sea passage and Chief Engineer reports valve satisfactory. recommended that a new cage be fitted and valve dressed up at first available opportunity.*

General Observations, Opinion, and Recommendation:—

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.)

*Machinery of this vessel is in my opinion eligible to remain as classed without fresh record of Survey. Subject to 8th main engine HP valve cage being renewed and valve dressed up at the first available opportunity.*

Fee (per Section 29) £ 75/-

Additional Damage or Repair Fee (if any) (per Section 29)

Printing expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for 14. 3. 1944

Received by me, 19

TUES. 2 MAY 1944

*A. Shaw*  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W240-0089

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

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



MP slide valve worn.  
 Surveyor recommended  
 repairs at first opportunity  
 vessel subsequently sunk.

GA  
 1/5/44



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