

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

(Received at London Office 29 APR 1943)

Date of writing Report 19 27. 4. 1943 When handed in at Local Office Port of Glasgow

No. in Reg. Book. 14442 Survey held at Glasgow Date, First Survey 8-4-43 Last Survey 18-4-1943 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "Gharinda" Year. Month. 1919

Gross 5306 Net 3212 Vessel built at Sunderland By whom Sunderland S. B. Co. Ltd When 1919

Nominal Horse Power 517 Engines made at Sunderland By whom N. E. Marine Eng. Co. Ltd When 1919

No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) Owners British India Ste. Nav. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.) Port Glasgow Voyage

No. of Donkey Boilers 4 Managers If Surveyed Afloat or in Dry Dock Afloat Yorkhill Quay Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 11674 Port Cal Particulars of Examination and Repairs (if any) Completion B.S.

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

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs 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?

Has 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 Is electric light and/or power fitted

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

Now done. Starboard boiler examined internally and externally together with safety valves, doors, and all mountings and found or placed in good order. Safety valves of all boilers adjusted under steam to above pressures

Minor repairs effected. Blow down valve and chest removed on centre boiler

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is (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. 0.11, E.S.M.S. 0.11, L.M.C. 0.11, or L.M.C. 140 lb., F.D., &c.)

in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of B.S. 12.42 as recommended in Calcutta report no. 11674

Home Base. Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 28 APR 1943

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

Committee's Minute Assigned B.S. 12.42 GLASGOW 28 APR 1943

W.A. Leggat 2019 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W245-0081

Character of Ship and Machinery precisely as in the Register Book

PLATING 24 YEARS

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

Noted.

Note examination of sea connections
12.42 at fare SS No. 1 den 2.43.

L. J.
1/5/43.

The sea connections paper has changed slightly in the present account about 1942 and will
include notes on the sea connections paper. The sea connections paper is now being written in a new
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