

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

(Received at London Office)

29 APR 1943

Date of writing Report

19

When handed in at Local Office

27. 4. 1943

Port of Glasgow

No. in
Reg. Book.

Survey held at

Glasgow

Date, First Survey

8-4-43

Last Survey

18-4-

1943

(No. of Visits)

2

14442

on the Machinery of the Wood, Iron or Steel

S.S. "Gharinda"

Year. Month.

Tonnage

Gross 5306

Net 3212

Vessel built at

Sunderland

By whom

Sunderland S. B. Co. Ltd

When 1919

Engines made at

Sunderland

By whom

N.E. Marine Eng. Co. Ltd

When 1919

Nominal
Horse Power

517

Boilers, when made (Main)

1919

(Donkey)

No. of Main Boilers

3

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

Steam Pressure—
in Main Boilers

180

If Surveyed Afloat or in Dry Dock Afloat

Yorkhill Quay

(State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
100A1 8.42		LMC 7.38
S.S. CAL. 3 - 2.39		BS 1.42
		CL 10.41

PLATING AS
24 YEARS.

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

If this was not done, state for what reasons? Port and Centre boiler examined Calcutta

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 Starboard boiler 8-4-43.

Present condition of funnel(s)

Good

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

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

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 pressure. 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, B.S. 0.11, B.&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

Survey Fee (per Section 29) £ 2 : 0 : 0

Fees applied for

28 APR 1943

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

Received by me,

Travelling expenses (if chargeable) £ :

19

Committee's Minute

GLASGOW

28 APR 1943

Assigned

B.S. 12.42

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W245-0081

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

L. 4
1/5-43.