

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

(Received at London Office)

AUG 9 1937

Date of writing Report 17-7-1937 When handed in at Local Office 17-7-1937 Port of Calcutta
 No. in Reg. Book. 75687 Survey held at Calcutta Date, First Survey 6-7-37 Last Survey 17-7-1937
 (No. of Visits 4)
on the Machinery of the Wood, Iron or Steel S.S. GHARINDA
 Tonnage Gross 5306 Vessel built at Sunderland By whom Sunderland S.B.B. & Co When 1919
 Net 3212 Engines made at Sunderland By whom R.E. Mar. Eng. Co. Ltd When 1919
 Nominal Horse Power 517 Boilers when made (Main) 1919 (Donkey) -
 No. of Main Boilers 353 Owners British India S.N. Co. Ltd Owners' Address Port Glasgow Voyage -
 No. of Donkey Boilers - Managers -
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both - Kidnapore
 in Donkey Boilers - (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. DKG - T.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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? Yes" " Donkey " " " " YesIf 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 6, 9 & 14-7-37Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq inDid 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 Boiler? -Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? -Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -Has shaft now been changed? Yes If so, state reasons Worn linerHas the shaft now fitted been previously used? No Has it a continuous liner? Yes 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 9-7-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

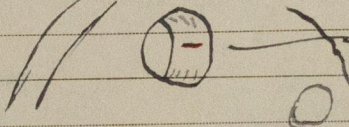
Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? -If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Vessel placed in dry dock; Re propeller, sea connections, tail shaft & stern bush examined. Spare tail shaft fitted - Stern bush rewooded.

All boilers examined throughout, together with their mountings, manholes, doors & fastenings and found in good order.
Safety valves adjusted under steam.

A small fissure became apparent when reamering the coupling bolt holes of the spare tail shaft. It is considered that this does not affect the safety & efficiency of the shaft.



SMALL FISSURE. Shaft marked B.C. N° 6304

26.9.19. (W.D.C.)

W.D.C.

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.)

* L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

The machinery of this vessel, so far as now seen, is in safe efficient condition and eligible, in my opinion, to remain as classed with fresh records of B.S. 7.37 & T.S. CL-7.37.

Survey Fee (per Section 29) Rupus 315/-Special Damage or Repair Fee (if any) £ -Travelling expenses (if chargeable) £ -

Fees applied for

17-7-1937

Received by me,

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Committee's Minute TUE. 17 AUG 1937Assigned R.S. 7.37

Engineer Surveyor to Lloyd's Register of Shipping.

W245-0098

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

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

BS due 7.37 held.
Screw shaft-received in account
of liner being slack.

It is submitted that
this case is eligible for
PDS RECORD BS 7.37
S.N. 7.37.

L.H.
16/8/37.



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