

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

(Received at London Office)
 Date of writing Report 28.9.43 19... When handed in at Local Office... 19... Port of ALEXANDRIA
 Date, First Survey 18.6.43 Last Survey 20.6.43 19... (No. of Visits 3)

on the Machinery of ~~the Wood, Iron or Steel~~ S.S. "ROHNA"
 Gross 8602 Vessel built at Newcastle By whom Hawthorn Leslie & Co., Ltd. Year 1926 Month 11
 Net 4759 Engines made at Do By whom Hawthorn Leslie & Co., Ltd. When 1926 11
 Boilers, when made (Main) 1926 11 (Donkey)
 Owners British India Stm. Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port London Voyage
 If Surveyed Afloat or in Dry Dock Admiralty Floating Dock (State Name of Dock.)

Report No. Drydock and Part B.S.

Particulars of Classification (which must be inserted precisely as in Register Book and 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.I. with freeboard 4.42		+LMC 3.39 BS 3.42
ss. Cal. No. 3-3.39		TS. CL s. 4.40 p112.40
Fitted for oil fuel 11.26		f.p above 150°f

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.
 Has a special damage report been 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
 Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?
 If not done, state for what reasons?
 What parts of the Boilers could not be thus thoroughly examined?

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?
 Date of internal examination of each boiler 18.6.43 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? 215 lbs.
 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? Yes, 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? Yes, and of the Donkey Boilers?

Has the 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 it 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?
 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?
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 If survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Lock
Welders and fastenings and sea connections (complete) examined.

B.S.
done
forward Starboard Boiler examined internally and externally with mountings and the S.Vs.
tested under steam.
repairs now done
for repairs only.
S.Vs. of the Aft Centre Boiler adjusted under steam.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible
 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 if any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, * L.M.C. 9,11, or * LMC 140 lb., F.D., etc.)
CS 3,34.
My opinion to remain as classed and to have fresh record of B.S. 3.43.

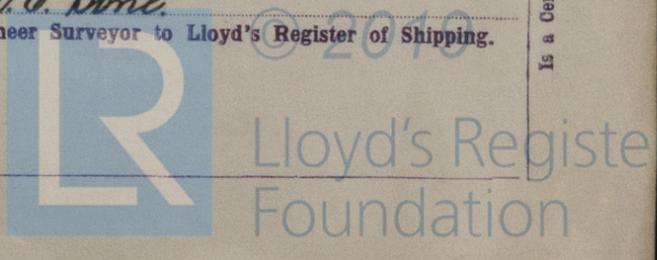
Charge (per Section 29) £6.825m/m
 Damage or Repair Fee (if any) (per Section 29.) £
 Expenses (if chargeable) £0.487m/m
 Fees applied for 19
 Received by me, 24.6.1943

W. G. Bone
 Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute Defered for
Comp B.S.
FRI. 26 NOV 1943
W258-0229

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

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



As due partly held 343

It is submitted that this
should be L.L.L. L.L.L.
for the record

As 343 on

Completion.

2nd of due 343

Spk shapt due 443

Port " " " 1843

RA

5/1/43

See Alf
2655.



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