

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

(Received at London Office 9 NOV 1939)

8 NOV 1939

Port of HULL

Date, First Survey 4.10.39. Last Survey 2.11.1939 (No. of Visits 4)

Survey held at Hull

on the Machinery of the Wood, Iron or Steel S.S. "GAMBHIRA"

Gross 5254 Net 3196 Vessel built at Sunderland By whom Short Bros. Ltd When 1919

Engines made at do. By whom N.E. Mas. E. Co Ltd When 1919

Boilers, when made (Main) 1919 (Donkey) Owners British India S.N. Co Ltd Owners' Address Port London Voyage

Managers If Surveyed Afloat or in Dry Dock (State name of Dock)

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

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Year assigned or now assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+ Linc.
4.38		M.C. 2.10.39
H.C. No. 3. 3.31.		H. 2.8.39
H.C. No. 1. 3.4.		T. 5.17.22.
Cargo hatches not fitted in tween decks.		

Particulars of Examination and Repairs (if any) Part L.M.C.

Medical Surveys, when held, must be reported in detail and seriatim 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 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. S.30.9.39.

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

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

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 Donkey Boilers? No

Why was this not done, state for what reasons? Harb. & centre boilers not prepared for survey.

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?

What was the latest date of internal examination of each boiler? 5.9.39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? (Part) - Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No

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? No

Has the shaft now been changed? No

If so, state reasons

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? 5/16"

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? Yes

When did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

When did the Surveyor examine the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Survey to hold except the items given below, and the stern bush to be rewooded. We are informed that this vessel has been taken over by the Admiralty. We have no information as to where or when the Survey will be held. How done:- Last main boiler examined throughout, with its safety valves, doors & mountings & found in good order. L.P. & I.P. cylinders & pistons, and I.P. piston valve examined & found in good order. Valve placed in dry dock, propeller & sea fastenings found in good order. Wear down of shaft 5/16"

General Observations, Opinion, and Recommendation: The machinery of this vessel as (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. 9.11, E.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

How seen is eligible in our opinion to remain as shown, & to have fresh record of L.M.C. (with date) when the Survey is completed.

Fees applied for: Survey Fee (per Section 29) £ 19; Special Damage or Repair Fee (if any) (per Section 29) £; Travelling expenses (if chargeable) £. Received by me, £ 19.

Committee's Minute Assigned

See Minutes on Sub 50333

FRI. 17 NOV 1939

John Douglas, Engineer Surveyor to Lloyd's Register of Shipping.

