

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

(Received at London Office 23 OCT 1939)

Date of writing Report August 24<sup>th</sup> 1939 When handed in at Local Office Port of Balenka

No. in Reg. Book 25186 Survey held at Balenka Date, First Survey 23.8.39 Last Survey 24.8.39 1939  
(No. of Visits 2)

on the Machinery of the Winged Iron Steel S.S. "Golconda"

Tonnage Gross 5316 Vessel built at Sunderland By whom S. G. & Co (1918) Ltd When 1919-9  
Net 3203 Engines made at West Hartlepool By whom Can. Mas. Eng. Wks. When 1919

Nominal Horse Power 57 Boilers, when made (Main) 1919 (Donkey) /

No. of Main Boilers 3 Owners British India Steam Nav Co Owners' Address /  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers / Port Calcutta Voyage /

Steam Pressure in Main Boilers 180 Surveyed ~~at~~ in Dry Dock King George VI

in Donkey Boilers / (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.	Years elapsed now expired.	Machinery and Boiler Surveys (including date of A.B., if any).
<u>100%</u>		<u>1.1.36</u>
<u>6.38.</u>		<u>3.38.</u>
<u>23. Feb. 1939.</u>		<u>4.39.</u>
<u>23. Feb. 1939.</u>		<u>6.39.</u>
		<u>Good.</u>
		<u>C.B. not fitted in line of dks.</u>

Last Report No. / Port /Particulars of Examination and Repairs (if any) MC.

Periodical Surveys, when held, must be reported in detail and verbatim 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? /

" " Donkey " " " /

If 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 /

Present condition of funnel(s) Good.

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

To what pressure were they afterwards adjusted under steam? /

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? /

, 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? /

, and of the Donkey Boilers? /

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? Yes.

Has shaft now been changed? Yes. If so, state reasons Liner worn in way of packing.

Has 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? Yes.

State date of examination of Screw Shaft 24.8.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 22. Wooded.

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.

Has done: Examined in drydock propeller, fastenings, sea connections, stern bush, screw shaft examined. Found in good order. Spare shaft fitted in place of liner being worn in way of the packing and this shaft may still be considered an efficient spare. Stern bush re-winded.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as has been seen is in good condition. Eligible in my opinion to remain as classed with fresh record C.B. (1) 8.39.

(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 R.M.C. 140 lb., F.P., &c.)

Survey Fee (per Section 29) £ 15/- Fees applied for 11-9-1939

Special Damage or Repair Fee (if any) £ / Received by me, /

(per Section 29.)

Travelling expenses (if chargeable) £ / 1939

Committee's Minute FRI. 27 OCT 1939Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



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

Part of  
Date of Survey  
By whom  
Boilers, &c.  
Engines, &c.  
Particulars of Classification  
Particulars of Repairs, &c.

1. Particulars of Examination and Repairs (if any)  
2. Particulars of Classification  
3. Particulars of Repairs, &c.

Screw shafts removed.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

S.N. 8.39

2.4

25/10/39



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