

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

(Received at London Office JUL 11 1938)

Date of writing Report 15 - 6 - 1938

When handed in at Local Office

Port of Rangoon

No. in Reg. Book

Survey held at Rangoon

Date, First Survey 30-5-38

Last Survey 15-6-1938

(No. of Visits Four)

Tonnage { Gross 5292
Net 2695

Vessel built at Glasgow

By whom Barclay, Curle & Co. Ltd.

When 1911 - 5

Nominal Horse Power 1086

Engines made at -do-

By whom -do-

When -do-

No. of Main Boilers 42

Boilers, when made (Main) 1911

(Donkey)

1911

No. of Donkey Boilers 12

Owners British India Steam Nav. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Glasgow

Voyage Indian Coast

Steam Pressure in Main Boilers 215

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

in Donkey Boilers 100

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

CHARACTER No. 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 A1	5,38	+ Lmc
Shade dk.		4,35
4,38		3,35
		5,38
ss bal 2nd 4,35		Ch 4,37

Last Report No. 10312 Port Cal

Defective

Particulars of Examination and Repairs (if any) stop valves.

(Periodical Surveys, when held, must be reported in detail and serially 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)

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?

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

To hold this survey I appointed Mr. McMaster, Chief Engineer of the M.V. "Shropshire" who reports to me as follows:-

"I attended on board the above named vessel at Sule Pagoda Wharf yesterday afternoon and this morning for the purpose of examining two main steam bulkhead stop valve iron castings, Port and Starboard. These valves are on the forward bulkhead of the engine room and take steam direct from the main boilers and are connected by an equalising valve.

Upon examination these two castings were found to be cracked in several places, leading from the outside of the flange into the body of the valve, in one case one of the strengthening ribs being cracked. Both these valve castings I consider un-fit for further service, and recommend renewal of same."

To complete the survey I appointed Mr. Cull, Chief Engineer of the M.V. "Staffordshire"

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 CS 3,34,

I recommend that this vessel's machinery should remain as now classed without fresh record of survey.

Survey Fee (per Section 29) Rs. 96/-

Fees applied for 15-6-1938

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £

Received by me, 15-6-1938

Committee's Minute TUE. 19 JUL 1938

Assigned As now

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 471-0340(112)

who reports to me as follows:-

"I attended at Dalla Dockyard on June 13th.1938, for the purpose of hydraulically testing two cast iron bulkhead stop valves casings and valves for service on the S.S."Elephanta".

The new chests with original covers were tested to 430 lbs per square inch hydraulically and examined while under and after test, and found to be good sound castings.

June 15th.1938, I, attended the S.S."Elephanta" and examined the above valves in position, under a steam pressure of 215 lbs per square inch, the boiler pressure of the vessel being 215 lbs per square inch.

I consider they are fit for service."

(Mr.McMaster's and Mr.Cull's reports in original I attach hereto)

RETAIN



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