

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

(Received at London Office)

-7 SEP 1936

Date of writing Report 14-8-1936 When handed in at Local Office 14-8-1936 Port of Calcutta

No. in Reg. Book 32583 Survey held at Calcutta Date, First Survey 7 Last Survey 8-8-1926 (No. of Visits one)

Tonnage Gross 4919 Net 3092 Vessel built at Glasgow By whom L. Bonnell & Co Ltd When 1912-3

Nominal Horse Power 455 Engines made at do By whom Dunsmuir Jackson When 1912

No. of Main Boilers 258 Boilers, when made (Main) 1912 (Donkey) 1912

No. of Donkey Boilers 1 Owners Asiatic Steam Nav Co Ltd Owners' Address Port Liverpool Voyage

Steam Pressure in Main Boilers 200 Managers  If Surveyed Afloat or in Dry Dock Afloat - Kidarpore Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 Last Report No.  Port

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

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. Is electric light and/or power fitted? Yes.

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

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

All cylinders, pistons, slide valves, crank shaft, thrust shaft, funnel shafting, main engine pumps & connections, condenser, steam pipes & electric light installation require to be examined. Arrangements have been made to do this at an early date should the Owner's decide to retain the vessel. Please see also Cal repair N° 9763.

NOW DONE:- Feed pumps, circulating pump & general service pump together with their connections examined & found in good order.

Stern engine examined & found in good order.

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.)

The machinery of this vessel, so far as now seen, is in safe & efficient condition and eligible, in my opinion, to remain as classified with fresh record of L.M.C. with date when the survey is complete.

Survey Fee (per Section 29) Rs 50/- Fees applied for 17-8-1936

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute FRI 18 SEP 1936 Defered

Assigned Defered

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 26 JAN 1937

FRI 14 MAY 1937

WS'16-0093

Lloyd's Register Foundation

© 2019

No 3 due 5-36 part held  
Completion within 6 months  
approved last month.

It is submitted that this  
case WILL BE eligible for  
the award. + due 11/8/36  
on completion.

*[Signature]*

10/9/36



© 2019

Lloyd's Register  
Foundation