

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

&amp;c.

(Received at London Office)

JAN 17 1938

Date of writing Report December 29<sup>th</sup> 31 When handed in at Local Office

Port of Calcutta.

No. in Reg. Book. Survey held at

Calcutta.

Date, First Survey 26.12.37

Last Survey 29.12.37 19

(No. of Visits 2)

193 284/2.

on the Machinery of the ~~Steel~~ M.H. "LAGANBAH".

Tons { Net Gross

Tonnage { Gross 5583  
Net 3418.

Vessel built at Calcutta

By whom Harland &amp; Wolff

When 1930.12.

Nominal Horse Power

830.

Engines made at do.

By whom do.

When 1930.

No. of Main Boilers

Boilers when made (Main)

(Donkey)

1930

No. of Donkey Boilers

Owners Bank of India

Owners' Address

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

Port Calcutta

Voyage

Team Pressure in Main Boilers

Is Surveyed Afloat or in Dry Dock

(State name of Dock.)

Last Report No. 37999 Port N.Y.K.

Particulars of Examination and Repairs (if any) D.B.S.

Periodical Surveys, when held, must be reported in detail and variation 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 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.

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 " " " "

Was this 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?

State latest date of internal examination of each boiler D.B.S. 26.12.37 S.B.S. 29.12.37.

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Is 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?

Is shaft now been changed? If so, state reasons

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

Is done: Donkey boiler examined internally externally with mounting found in good condition - boiler forward seen under steam safety valves adjusted.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as was seen is

(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. 120 lb., F.D., &c.)

Good condition & suitable in my opinion to remain as classed with fresh record D.B.S. 12.37.

Survey Fee (per Section 29)

£ 80/-

Fees applied for

29-12-19 37

Special Damage or Repair Fee (if any)

£ 48/-

Received by me,

19

Travelling expenses (if chargeable)

Committee's Minute

FRI 21 JAN 1938

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

WS 24-0208

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

OWNERS

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



*SSS held*

It is submitted that  
this vessel is eligible for  
THE RECORD. *SSS 12-37*

*SA*  
*19/1/34*

For No. 2

Register of Shipping for England, Wales, and Berwick

