

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

(Received at London Office)

SEP 16 1940

13 SEP 1940

Port of Algeria

Date of writing Report

When handed in at Local Office

No. in
Reg. Book.

Survey held at

Date, First Survey 30.8.40 Last Survey 6.9.1940(No. of Visits 2)Eng. on the Machinery of the Wood, Iron or SteelGross
tonnage6579

Net

4409Nominal
Horse Power770

No. of Main Boilers

450

No. of Donkey Boilers

Steam Pressure—
in Main Boilers225

in Donkey Boilers

Last Report No. 2608Port C. In.Vessel built at LondonEngines made at W. Hartnoll

Boilers, when made (Main)

1922Owners British India

Managers

If Surveyed Afloat or in Dry Dock Afloat: King George

(State name of Dock.)

By whom W. G. W. O. L. / M. S. / L. S. When 1922.5By whom Mr. Mar. Eng. W. S. L. When 1922

(Donkey)

Owners' Address

Port Glasgow

Voyage

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER
X for Special Survey
Date of last Survey and of
Periodical Surveys.Year
assigned
new
surveyMachinery and Boiler
Surveys
(including date of N.B., if any)

FI 10211	FI 1410
Shelter deck with	14.5. 2.38
fuel tank	6.40. 18.5. 9.39
FI. Ch. 11.3-10.33	7.5-11.10.38
FI. 1411	11.1-38

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

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.

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

as 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? Yes

Donkey " " " " " " " "

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so 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 30.8.1940

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

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

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

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

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

Is a screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is a shaft now been changed? Yes If so, state reasons Has it a continuous liner?

Is the shaft now fitted been previously used? Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

State date of examination of Screw Shaft 30.8.1940

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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

To complete the B.S.

The remaining two boilers require to be examined in their entirety with mountings & the Safety Valves of all boilers to be adjusted under steam. It was stated that the survey would be completed at the first opportunity.

Now Done. The Standard & after boiler examined in their entirety with mountings & found in good condition.

in good condition.

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. 2, 11, B.S.M.S. 2, 11, & L.M.C. 2, 11, or S.L.M.C. 140 D., F.D., &c.)

S.L.M.C. 140 D., F.D., &c.)

Signature is my opinion T. remain as claimed with

just record of B.S. 9.40 on completion.

Survey Fee (per Section 29) BS. £ 5.00

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £

Committee's Minute TUE. 24 SEP 1940

Assigned As now

Fees applied for
13 SEP 1940
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W54-0003