

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

(Received at London Office)

MON. 24 JUL. 1922

Date of writing Report 19 When handed in at Local Office 22 JUL 1922 19 Port of SUNDERLAND

No. in Survey held at SUNDERLAND Date, First Survey 28 Nov 21 Last Survey 20 July 1922 (No. of Visits 6)

5112 on the Machinery of the Wood, Iron or Steel SS NALGORA Master

onnage { Gross 6750 Net 4150 Vessel built at Sunderland By whom Wm Gray & Co Ltd When 1922

Registered Horse Power 4 Engines made at W. Hartport By whom Cn. Mar. Eng Ws When 1922

No. of Main Boilers 4 Boilers, when made (Main) 1922 (Donkey) -

No. of Donkey Boilers 1 Owners British India Steam Nav Co Port Voyage

Team Pressure in Main Boilers 225 If Surveyed Afloat or in Dry Dock -

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Comp^d 14 Entry

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?

Do. " 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?

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 Boiler?

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

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

See W. Hartport Report 15979 attached.

A non return valve has now been fitted on main steam pipe line to prevent superheated steam passing to auxiliary line. Steam pipes now efficiently secured. Main and superheater safety valves adjusted, pumping arrangements in holds and tunnel completed and spare gear supplied and checked

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, or L.M.C. 9,11, 140 lb., F.D., &c.)

The survey on the machinery of this vessel has now been completed in a satisfactory manner, and the vessel is now eligible in my opinion to have run of L.M.C. 7.22

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Committee's Minute TUE. 25 JUL. 1922

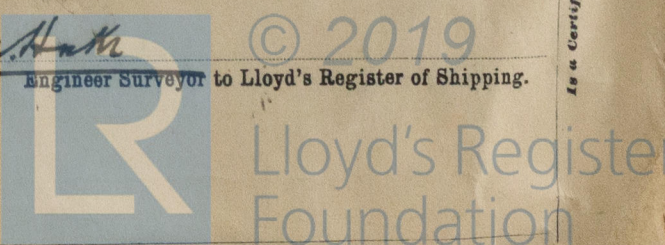
Assigned + L.M.C. 7.22

J.D., C.L.

MACHINERY DEPT. WRITTEN

WED. AUG. 9 1922

W. A. HATH
Engineer Surveyor to Lloyd's Register of Shipping.



W54-0011

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

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

Completion of 1st Entry report.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 7. 22.
CL. FD.

2 Steam Turbines geared to
1 Screw Shaft.

Ans. *W.D.*
25/7/22

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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