

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

(Received at London Office)

12 FEB 1934

Date of writing Report 22 1 1934 When handed in at Local Office 22 1 1934 Port of Bombay

No. in Reg. Book 27181 Survey held at Bombay Date, First Survey & Last Survey 21 1 1934 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel s/s Hatkhola

Tonnage Gross 5872 Net 4338 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1917-10

Nominal Horse Power 440 Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1917

No. of Main Boilers 2 Boilers, when made (Main) 1917 Owners British India S. N. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port London Voyage

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

in Donkey Boilers 200 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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?

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?

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 it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 1/16 B.

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

Vessel placed in dry dock; - The propeller, sea connections & outside fastenings examined and found in good order

The Owners state that arrangements have been made to proceed with the L.M.C. survey at an early date.

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.&E.S. 9,11, or L.M.C. 9,11, 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 classed without fresh record

Survey Fee (per Section 29) £ 45- Fees applied for 22.1.1934 Received by me, 19

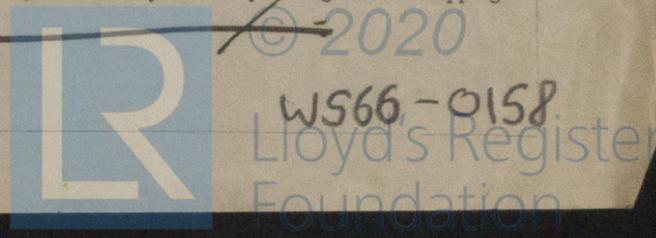
Signature of Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 FEB 1934

TUE. 21 AUG 1934

Signed Deferred

FRI. 1 JUN 1934



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

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

S.S. No 1 club 10.33

To be held at an early date

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

4 Nov
19.2.31

Note. Ex. of Sea Census
as part 20.

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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