

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

(Received at London Office)

13 FEB 1933

Date of writing Report 21st Jan 1933 When handed in at Local Office 21st Jan 1933 Port of Calcutta

No. in Survey held at Calcutta Date, First Survey 13th Jan Last Survey 21st Jan 1933
(No. of Visits Three)

68996 on the Machinery of the ~~Wood~~ Iron or Steel Sc Sr "ORNR"

Gross Tonnage 4783 Vessel built at N. Hartlepool By whom H. Gray & Co Ltd When 1913-11
Net Tonnage 2997 Engines made at do By whom Gen. Mar. Eng. Works Ltd When 1913

Nominal Horse Power 588 Boilers, when made (Main) 1913 (Donkey) do

No. of Main Boilers 358 Owners British India Steam Navigation Co Ltd Owners' Address Port Glasgow Voyage do

No. of Donkey Boilers 1 Managers do If Surveyed Afloat or in Dry Dock Afloat, Kidderpore
(State name of Dock.)

Last Report No. 8693 Port Cal.

Particulars of Examination and Repairs (if any) 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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services or 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? Yes

Do. " Donkey " " " " ✓ For boiler on 13-1-33
P+S " 18-1-33

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/p"

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, 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 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Complete.

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

*All boilers examined throughout, together with their mountings, manholes, doors & fastenings & found in good order.
Safety valves adjusted under steam.*

RETAIN

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is in safe efficient condition and eligible, in my opinion, to remain as classed with fresh record of B.S. 1, 33

(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, S.M.S. 9, 11, or S.L.M.C. 4, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) Rs 240/- Fees applied for 21.1.1933

Special Damage or Repair Fee (if any) Rs 10/- Received by me, TUE. 21 FEB 1933

Travelling expenses (if chargeable) do

Committee's Minute B.S. 1, 33

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



W575-0010

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

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

M. due 1.33. Held

*It is submitted that
this vessel is eligible for
THE RECORD.*

B.S. 1.33

*JRM
16.2.33*

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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