

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

(Received at London Office.

9 - MAY 1941

Date of writing Report 1st March 1941 When handed in at Local Office 19 Port of PORT NATAL
 No. in Reg. Book. 80053 Survey held at PORT NATAL Date, First Survey 1st Feb Last Survey 3rd Feb 1941
 on the Machinery of the Steel TWIN SG. "NARDANA" (No. of Visits 2)

Tonnage { Gross 7974 Vessel built at Glasgow By whom Barclay Curle & Co Ltd Year. Month. 1919-9
 Net 4784 Engines made at Do By whom Do When 1919
 Nominal Horse Power 1350 Boilers, when made (Main) 1919 (Donkey) 1920
 No. of Main Boilers 3 Owners British India Steam Navigation Co Ltd Owners' Address Do.
 No. of Donkey Boilers 1 Managers Do. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb Port Glasgow Voyage United Kingdom
 in Donkey Boilers 100 lb If Surveyed Afloat Do (State name of Dock.) Do

Last Report No. 6411 Port Ban

Particulars of Examination and Repairs (if any) Boiler Repair

(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?

" " 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.

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 Boilers?

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

, and of the Donkey Boilers?

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 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.

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

Is electric light and/or power fitted?

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

Has 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. Complete.

It was reported that a leak developed in the Starboard after high furnace of the Centre Boiler, and on examination it was found that a crack 7" long running circumferentially on the bottom section of the goose neck had developed.

It was recommended that the crack be used out and electrically welded.

The above repair was efficiently carried out.

General Observations, Opinion, and Recommendation:— The machinery of this

(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 R.L.M.C. 140 lb., F.D. &c.)

Vessel is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 4-2-1941
Boiler
 Special Boiler Repair Fee (if any) £ 5 5 0
 (per Section 29.)
 Travelling expenses (if chargeable) £ : 11 6 Received by me, 5-3-1941

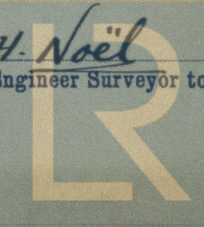
Committee's Minute

FRI. 23 MAY 1941

Assigned

See Bom 6411

T. H. Noël
 actg. Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation

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