

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

(Received at London Office

23 OCT 1933)

Date of writing Report 3 10 1933 When handed in at Local Office 3 10 1933 Port of Bombay.

No. in Reg. Book. 23468 Survey held at Bombay. Date, First Survey 2 10 '33 Last Survey 3 10 1933 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ s/s "Chindwara"

Tonnage { Gross 5192 Vessel built at N. Hartlepool By whom W. Gray & Co. Ltd. When 1912 5
Net 3307 Engines made at N. Hartlepool By whom Gen. Mar. Eng. Works When 1912

Nominal Horse Power 603 Boilers, when made (Main) 1912 (Donkey) ✓

No. of Main Boilers 3 Owners British India S. N. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Glasgow Voyage

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 180 lb. If Surveyed ~~Afloat~~ in Dry Dock Merewether Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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? ✓

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 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? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 14" Bare.

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 and outside fastenings examined and found in good order. Main & bilge injection valves examined.

The vessel is now bound for Japan, via Australia, where she is to be broken up. In these circumstances the owners decided not to draw the tail shaft for examination and request that the Committee will allow the vessel to remain as classed until her arrival in Japan.

In my opinion, this request merits the Committee's favourable consideration. The name of the buyers of the vessel is not known in this port.

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 E.L.M.C. 9.11, 120 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in safe and efficient condition, and eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 20) £ 45/- Fees applied for 3 10 1933
Special Damage or Repair Fee (if any) £ : Received by me, 19
(per Section 20.)
Travelling expenses (if chargeable) £ :

Committee's Minute

TUE. 31 OCT 1933

TUE. 27 MAR 1934

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W626-0183