

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

(Received at London Office)

1940

Date of writing Report 12.12.39 When handed in at Local Office 12.12.39 Port of Bombay
 Survey held at Bombay Date, First Survey 11.10.1939 Last Survey 29.11.1939
 on the Machinery of the Wood, Iron or Steel s/s Oleander (No. of Visits 7)
 Gross 7048 Vessel built at Fembroke By whom H. M. Dockyard When 1922-10
 Net 4270 Engines made at Chatham By whom H. M. Dockyard When 1922
 644 Boilers, Open made (Main) (Donkey)
 of Main Boilers 4 Owners The Admiralty
 of Donkey Boilers Managers Ritchie Owners' Address London Voyage Bandan
 in Pressure 180 lb Surveyed Afloat in Dry Dock (State name of Dock.)
 Donkey Boilers

Particulars of Examination and Repairs (if any) B.S. Repairs & R. List

CHARACTER. * For Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100A 1 - 3.39 Carrying petroleum in bulk Fitted oil fuel 10.22 F.P. above 150°F.	* LMC MS 3.39 BS 11.38 TSELN 2.38
S.S. Sld. No. 3-10.34	
S.S. Sld. No. 1-39	

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules, state clearly the nature of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on items being detailed in the body of the report, should be separated from repairs due to other causes; and names and initials of any letters respecting this case.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

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?

What was the latest date of internal examination of each boiler? 19/10/1939

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has the screw shaft now been drawn and examined?

Has the shaft now been changed?

Has the shaft now fitted been previously used?

State the distance between lignum vitae bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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, E.S. 9,11, E.S.M.S. 9,11, * L.M.C. 9,11, or CS 3,54.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as

now seen, is in efficient condition and is eligible, in my opinion, to remain as

classified with fresh record of B.S. 11.39, subject to crank shaft being lifted

for examination before the end of November 1940.

Signature: As now, subject

Date: 12.12.39

Present condition of funnel(s) Good

To what pressure were they afterwards adjusted under steam? 180 lb sq. in.

To what pressure were they afterwards adjusted under steam?

and of the Donkey Boilers?

and of the Donkey Boilers?

and of the Donkey Boilers?

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

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

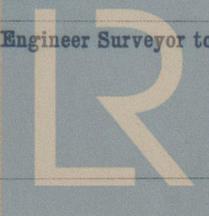
Is electric light and/or power fitted?

Insert Character of Ship and Machinery previously as in the Register Book

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

W63-0056 (12)

H. Southwell
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping
 Foundation

Bombay

s/s "Oleander"

L.P. crank pin found to have moved aft about .045," the forward end being flush with web. This movement does not appear to have occurred recently and there is no sign of slackness in the webs and a feeler cannot be inserted anywhere. The distance apart of the two webs varies .031" in one revolution, and the adjacent main bearings - Nos. 3 & 4 - are stated to have a tendency to warm up more than is usual. Two screwed dowels were fitted in the forward end of the M.P. crank pin as a precaution against further movement, and it is recommended that the crank shaft be lifted for the examination of the main bearings and for re-alignment within 12 months.

H. Southwell