

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

(Received at London Office)

Date of writing Report 12.12.39 When handed in at Local Office 12.12.39 Port of Bombay  
 Date, First Survey 11.10.1939 Last Survey 29.11.1939  
 (No. of Visits 7)  
 Survey held at Bombay  
 on the Machinery of the Wood, Iron or Steel s/s Oleander  
 Gross 7048 Vessel built at Pembroke  
 Net 4270 Engines made at Chatham  
 By whom H. M. Dockyard When 1922-10  
 By whom H. M. Dockyard When 1922  
 (Donkey)  
 Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Port London Voyage Abadan.  
 of Main Boilers 4 Boilers, Open made (Main)  
 Owners The Admiralty  
 Managers  
 of Donkey Boilers ✓  
 Main Boilers 180th  
 Donkey Boilers ✓  
 Surveyed Afloat and in Dry Dock Ritchie.  
 (State name of Dock.)

st Report No. Port  
 Particulars of Examination and Repairs (if any) B.S. Repairs & R. List

Periodical Surveys, when held, must be reported in detail and verification 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 sides being detailed in the body of the report, should be separated from Repairs due to other causes; and the 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.

a damage report made by anyone else? If so, by whom?

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

Donkey "

was not done, state for what reasons?

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?

latest date of internal examination of each boiler 19/10/1939

the Surveyor examine the Safety Valves of the Main Boiler?

the Surveyor examine the Safety Valves of Donkey Boiler?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

screw shaft now been drawn and examined? No Is it fitted with continuous liner?

shaft now been changed? ✓ If so, state reasons.

the shaft now fitted been previously used? ✓ Has it a continuous liner?

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

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

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Vessel in dry dock. Examined propeller, stern bush end and outside fastenings and found all in order. Sea connections opened up and overhauled.

Examined all 4 main boilers throughout with mountings. All furnaces slightly deflected. Port furnace of port after boiler jacked up. All boiler anchor stays overhauled and made free. Mountings overhauled.

Boilers afterwards examined under steam and safety valves adjusted as above.

Examined and gauged the H.P. connecting rod top end fork and found that no change had occurred and that it is still efficient.

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

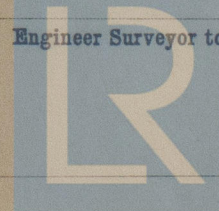
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9, 11, E.S.M.S. 9, 11, & L.M.C. 9, 11, or S.L.M.C. 140 lb., F.D., &c.)

now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of B.S. 11.39, subject to crank shaft being lifted & examination before the end of November 1940.

Fee (per Section 29) £365/-  
 al Damage or Repair Fee (if any) £100/-  
 (per Section 29.)  
 alling expenses (if chargeable) £10/-  
Sunday fee 26.11.1939 £48/-  
 nmittee's Minute  
 signed As now, subject  
B.S. 11.39

Fees applied for  
12.12.1939  
 Received by me,  
19

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



Lloyd's Register Foundation

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

W63-0056 (12)



Bombay

s/s "Cleander"

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