

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

(Received at London Office)

15 JAN 1941

Date of writing Report 15 JAN 1941

When handed in at Local Office 15 JAN 1941

Port of London

No. in Reg. Book. Survey held at LONDON

Date, First Survey 26-12-40

Last Survey 13-1-1941

(No. of Visits 4)

84123 on the Machinery of the Wood, Iron or Steel M/V. Surat.

Tonnage Gross 5529 Net 3253

Vessel built at Glasgow

By whom A. Stephen & Sons Ltd

When 1939

Nominal Horse Power 688

Engines made at Glasgow

By whom Barclay Currie & Co Ltd

When 1939

No. of Main Boilers 2

Boilers, when made (Main)

(Donkey) 1939

No. of Donkey Boilers 2

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

Royal Albert Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 120 lb

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking 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 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?

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

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

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

To complete the survey see form 7E.

Now done: Keel plated in drydock propeller end of stern bush. refitting inlet valves and outside sea fastenings examined & found in good order.

Now done: C.S. Examined No 3 cylinder pistons & liner valves, all pistons renewed grooves of old piston worn. Examined No 2 side rod crossheads & frames Examined No 4 centre crosshead & frames Examined thrust shaft Examined main engine lubricating pump, salt water pump & fresh water pump

General Observations, Opinion, and Recommendation: The Machinery of this vessel is

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

far as run as in a safe working condition & eligible in my opinion to remain as claimed & have good record + L.M.C. C.S. (with date) when the survey is further advanced

Survey Fee (per Section 20) £ 5 : 5 : -

Special Damage or Repair Fee (if any) (per Section 20.) £ :

Travelling expenses (if chargeable) £ :

Fees applied for 1941 NV 102

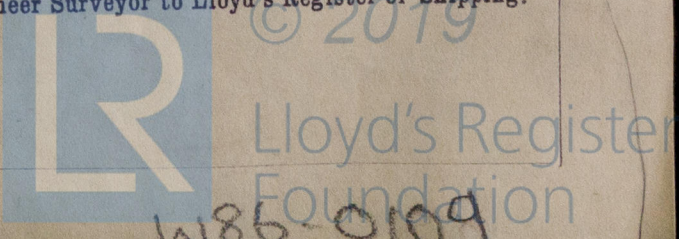
Received by me, 19

Committee's Minute

Assigned As now

RLL Boomer.

Engineer Surveyor to Lloyd's Register of Shipping.



PROCEEDING THE REGISTER TO THE LLOYD'S REGISTER FOUNDATION

14 January 1881

At London 11/11

1881 Do not include the
1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

1881 Do not include the

17/1/81

1881 Do not include the

1881 Do not include the

1881 Do not include the

