

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 84123 Survey held at LONDON Date, First Survey 26-12-40 Last Survey 13-1-1941 (No. of Visits 4)

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

Tonnage { Gross 5529 Vessel built at Glasgow By whom A. Stephen & Sons Ltd When 1939 1
 Net 3253 Engines made at Glasgow. By whom Barclay Currie & Co Ltd When 1939
 Nominal Horse Power 688 Boilers, when made (Main) (Donkey) 1939
 No. of Main Boilers 1 Owners P&O Steam Nav. Co Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Port London Voyage
 Steam 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 (State name of Dock.) Wet docks

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Dockings B.S. +100 A 1 with foreward 6.40

Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

Do the same for Donkey Boilers? No

If this was not done, state for what reasons? Boiler not due for survey.

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? 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 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 3/2

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

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 placed 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 line valves, all pistons renewed grooves of old piston worn.

Examined No 2 main rod crossheads & frames

Examined No 4 centre crosshead & frames

Examined thrust shaft

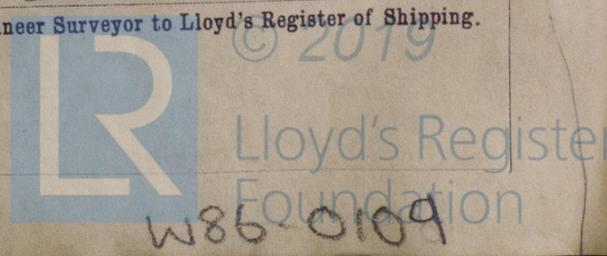
Examined main engine lubricating pump, salt water pump & fresh water pump

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

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

Survey Fee (per Section 20) £ 5 : 5 : - Fees applied for 1561 NV 103
 Special Damage or Repair Fee (if any) (per Section 20.) £ _____
 Travelling expenses (if chargeable) £ _____ Received by me, 19

Committee's Minute _____
 Assigned As now
 RLL Boomber, Engineer Surveyor to Lloyd's Register of Shipping.



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

CONTINUOUS SURVEY

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

