

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of *Raghuvar*

No. in Survey held at *Raghuvar* Date. First Survey *13 Oct 46* Last Survey *2 Jan 47*
 eg. Book. *3360* on the Machinery of the *Wood, Iron or Steel Motor Tanker, "Speljungus"* (No. of Visits *72*)

Gross *247* Vessel built at *Bolnes* By whom *Debrüde Pot* Year. Month. *1928-4*
 Net *177* Engines made at *Amsterdam* By whom *Kromhout Motormfabrik* When *1937-7*
 Nominal *123* Boilers, when made (Main) (Donkey)
 Horse Power *0* Owners *Self. Shell & Islandi* Owners' Address *Raghuvar*
 of Main Boilers *0* Managers (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers *0* Port *Thorsgavde* Voyage
 Steam Pressure— *0* If Surveyed Afloat or in Dry Dock *Lapway*
 in Main Boilers *0* (State name of Dock.) *Lippesid Raghuvar*
 in Donkey Boilers *0*

ast Report No. Port
 Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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 account of damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also 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.

Is 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?

" " Donkey " " "

Was this 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?

What latest date of internal examination of each boiler?

Present condition of funnel(s) *good*

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?

Is the screw shaft now been drawn and examined? *yes* Is it fitted with continuous liner? *yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now been changed? *no* If so, state reasons

Is 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?

Date of examination of Screw Shaft *30/12-46* State the distance between *ignum vita* or bearing metal of stern bush and top of after bearing of screw shaft *1 mm.*

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

Is electric light and/or power fitted *yes*

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? *yes all magnets tested and found in order.*

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done *Special Survey of Machinery over trialshaft. Complete.*

All cylinders, pistons, piston pins, connecting rods, cylinder covers, crankshaft, main bearings, camshaft, fuelpumps, bilge and cooling pumps, governor, seaconnections, life suckers, valves, valves, both auxiliary motors, cargo pump, air vessels, compressors, and etc. opened up for survey, carefully examined and found to be in good condition, afterwards, the machinery all tried and found in good and efficient condition.

The following repairs were carried out on machinery: Main Cylinder No. 1-2-3-4 shifted with spare cylinders which were dressed up in line. No 1-2-3-4 Pistons, piston pins, connecting rods, crankshaft with brasses renewed. Crankshaft lifted examined and found in good condition, main brasses dressed up. Trustbearing disconnected and dressed up.

General Observations, Opinion, and Recommendation:— *This vessels machinery is in good*

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

and efficient condition, in my opinion, eligible to remain as classified and to have the record *L.M.C. 12,46. C.L. 12,46* in Register Book.

Survey Fee (per Section 20) *£28:28:0* Fees applied for *14/3 1947*
 Special Damage or Repair Fee (if any) *£ :* Received by me, *14/3 1947*
 Travelling expenses (if chargeable) *£ :*

Committee's Minute *TUES. 8 JUL 1947*

Assigned *+ LMC 12,46*

S. 12,46

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

1-2 JUL 1947

All other parts of machinery as fuel pump system, cooling system, and compressors completely overhauled. Air vessels for starting air opened up, examined, tested and found in order. Two auxiliary motors, complete with all outfit were totally overhauled. Electric conduits, generator, switch board, lamp, etc. completely overhauled and found as put in good condition, afterwards megger tested and found in good condition.

The tailshaft was drawn, carefully examined, and found in good condition. The stern tube, carefully examined in hull, lignum vitae, gland and necking and found in good condition. The propeller was found in good condition.

Afterwards main and auxiliary motors were tried and found in good and efficient condition.

All the repairs stated above were carried out under my supervision and to my satisfaction.

Chapman.