

8 MAY 1962

30 APR 62

Rpt. 9

Date of writing report 9.4.62 Received London Port HAMBURG No. 11485
Survey held at Hamburg No. of visits 2 First date 5.4.62 Last date 6.4.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15306 Name M.V. "INDIA" Gross tons 9749 Date of build 12-1930
Owners A/S Det Østasiatiske Kompagni Managers - Port of Registry Copenhagen
Engines made 1930 By Burmeister & Wain Type 2 Oil Engines 4 SA, each 8 Cyl.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Donkey Boilers 1 W.P. 100 lb/sq. inch
Surveyed Afloat or in Dry Dock drydock
Nature of Survey Repairs
Was Damage Report issued? - Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC CS 10/59
with fbd DT-oil FP above	dbS 9/61
150° F.	TSCL p 10/60
DS 5/61	s 3/57
SS DR 9/54	S.P.S. NA
10/59	

yes
now

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes p 1.7 mm; s 3.5 mm Oil Glands - Sea Connections -
Fastenings good Has Screwshaft Tubeshaft been drawn? NO Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side Centre
- 4 Crankpins & Bearings { Side Centre
- 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen is in good order and in my opinion eligible to remain as now classed without fresh record of survey, subject to all outstanding conditions of class being dealt with as previously recommended.

Date of Committee MONDAY 14 MAY 1962
Decision as now subject

Noted for Header

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David P. ...
Engineer Surveyor to Lloyd's Register of Shipping

002883-002890-0246

Apr 16/4

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat.	
{ Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

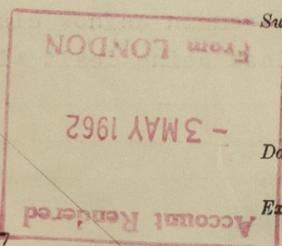
Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs:- It is stated that whilst the vessel was leaving Nasco, the port bronze propeller fouled a light-buoy on 2-4-62. The leading edges of the three blades were damaged and on one blade two vees were cut in into the leading edge. The propeller was sent, on the Owners' Representatives' instigation, to the repairers where two new inserts were suitably welded in. All blades were subsequently dressed and the propeller satisfactorily refitted. The exposed end of the port screwshaft was checked for truth and also magnetically crack detected.

N.B. The Owners' Representatives' attention was drawn to the fact that the starboard screwshaft survey appeared to be due. He stated that the vessel, was actually on voyage to Hongkong, where she is to be broken up.

LEAVE THIS SPACE BLANK



Survey fees Repairs £ 9.10.0.

Damage fee ... £ 1.10.0.

Date when A/c rendered



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