

Rpt. 9

Date of writing report 9.4.62

Received London

Port H A M B U R G

No.

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. " I N D I A "

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

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~and~~ 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)

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	

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

4 Crankpins & Bearings

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 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

Decision

MONDAY 14 MAY 1962

as now subject

50m,459 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

002883-002890-0246

bp-16/4

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

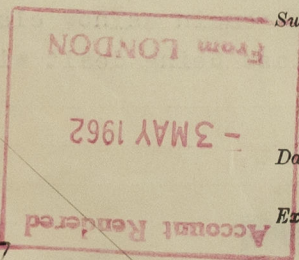
BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to (Sat., Spt.)
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated 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
Expenses... £ 1.10.0.

Date when A/c rendered



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