

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

(Received at London Office)

19 DEC 1957

Report made at **BOMBAY** on **12-12-1957** When handed in at Local Office **12-12-1957** Port of **BOMBAY**
held at **BOMBAY** Date **28/10/57** First Survey **28/10/57** Last Survey **7/12/1957**
(No. of Visits **5**)

Machinery of the **Wood, Iron or Steel** **S.S. "EASEDALE"**

8032 Vessel built at **Haverton Hill** By whom **Furness S.B. Co. Ltd.** Year **1942** Month **2**
Engines made at **Hartlepool** By whom **Richardsons, Westgarth** When **1942**
Boilers, when made (Main) **1942** (Donkey) **--**
Owners **The Admiralty** Owners' Address **--**
(if not already recorded in Appendix to Register Book.)
Port **London** Voyage **--**

Managers **0 lb Spt.**
If Surveyed Afloat or in Dry Dock **Ritchie Dry Dock** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL		MACHINERY	
+ 100A1	11-56	+ LMC	10-54
carrying petroleum		M	11-56
in bulk		TS CL	11-55
ss Npt(Dr)	10-54		

Port
Examination and Repairs (if any)
When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and respecting this case

the Surveyor has not made a special damage report he is required to state whether he offered his purpose, and why they were declined

made by anyone else? If so, by whom?

usually go inside each Main Boiler separately and make a thorough examination at this time? **YES**

" Donkey " " "

Reasons What parts of the Boilers could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the himself of the thorough efficiency of those parts of each Boiler?

Internal examination of each boiler **PORT, STBO & FORD 15-11-57** Present condition of funnel(s)

Examine the Safety Valves of the Main Boilers? **YES** To what pressure were they afterwards adjusted under steam? **220 lbs/sq. SHELL & SPT.**

Examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? **YES.** and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Examine all the mountings of the Main Boilers? **YES.** and of the Donkey Boilers?

Have they now been drawn and examined? **No** Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft changed? **No** If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the "8"

Is electric light and/or power fitted? **YES** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **No**

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

complete, state what arrangements have been made for its completion and what remains to be done.
vessel in dry dock. Propeller and outside fastenings examined.
M.B.S. all 3 main boilers opened up and examined internally and externally together with fastenings and mountings. & SUPERHEATERS.
Safety valves subsequently adjusted under steam as above.
Work done.
6" was removed from the tips of all propeller blades on instructions from the Owners.
It was intended to raise the revolutions to try and avoid vibration now occurring at speed.
Slide valve machined on sides and fitted with fitting strips.
All air preheater tubes renewed on all boilers.

Observations, Opinion, and Recommendation:—
Early 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 the alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)
Machinery of the above vessel is eligible in my opinion to remain as classed with fresh M.B.S. 11-57.
12

MBS	Rs. 810/-	Fees applied for, 12-12-1957
Dkg.	Rs. 115/-	
Repair Fee (if any) (per Section 23.)	Rs. 100/-	Received by me, 19
Other charges (if chargeable)	Rs. 16/-	

J. J. Gawn
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

See Rpt. 8