

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Reporting Report..... 7/9/51 ..... 19..... When handed in at Local Office..... 7/9/51 ..... 19..... Port of GREENOCK.

Survey held at GREENOCK Date. First Survey 13th/6/51 Last Survey 18/8/51 (No. of Visits 17)

on the Machinery of the ~~XXXXXX~~ Steel S.S. "SHAHZADA"

GROSS 5460 ~~5469~~ Vessel built at Port-Glasgow By whom Lithgows Limited Year. Month. 1946 12

Net 3210 ~~3216~~ Engines made at Greenock By whom Rankin & Blackmore Ltd When 1946 -

Boilers, when made (Main) 1946 (Donkey) - Owners Asiatic Steam Navigation Co. Ltd

Boilers 3 Owners Asiatic Steam Navigation Co. Ltd Managers Garvel Dry Dock and James Watt Dock afloat

Port No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
4100A1		+LMC 12,46
5,50		CL 7,49

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

Report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " " " " " " " " "

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

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?

Date of internal examination of each boiler. Port, Centre & Stbd. 17/7/51 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 230 lbs.

Surveyor examine the Safety Valves of the Donkey Boilers? X - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

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

Oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 5/32" State the wear down in the

Is electric light fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Is not complete, state what arrangements have been made for its completion and what remains to be done. To complete O.F. Installation see below:-

Vessel placed in dry dock, propeller and outside fastenings examined and found or placed in good order. Wear down as stated above. Sea Connections:- Inlet and discharge valves and cocks opened up, examined, found or placed in good order. Main Engines:- All cylinders, pistons, side valves, crank, thrust and intermediate shafting, pumps (Main Engine driven and auxiliary) condenser (tested) opened up, examined, found or placed in good order. Pumping arrangements, valves, cocks, pipes and strainers in machinery spaces examined, placed in order and subsequently tested under working conditions. Port, centre and starboard boilers examined internally and externally together with principal mountings, seen under steam and safety valves adjusted to above stated pressure. Steering engine and windlass opened up, examined, and found placed in good order. On completion main and essential auxiliary machinery including steering gear tried under working conditions in port satisfactorily. Electrical Installation:- A special survey of electrical equipment now held. Generators, cables, fittings on main/-

Observations, Opinion, and Recommendation:-

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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, in so far as now seen, is eligible in our opinion to remain fitted with fresh record +LMC 8,51 now, and Notation "Fitted for Oil Fuel 8,51 F.P. above 150°F" Survey requirements for same have been completed.

Fees applied for LMC 32 - - - 7/9/ 19 51

Fuel Conversion 30 - - - Received by me,

Age or Repair Fee (if any) - - -

Elect. Survey 5 - - -

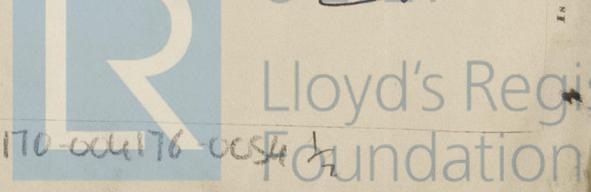
Expenses (if chargeable) 5 - - -

GLASGOW 11 SEP 1951

+ LMC. 8.51 without spl. cond.

CERTIFICATE WRITTEN (28.9.51)

A. Chis. Jumper for H.B. Brown 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

## S.S. "SHAHZADA"

Electrical Installation (Cont'd.):— main switch-board and distribution boxes examined, found or placed in order, megger tested and seen under working conditions, satisfactory.

Alterations:— Conversion to Oil Fuel Burning, Wallsend Slipway - Howden System Oil burning unit No. F.2373, together with oil fuel transfer pump, G. & J. Weir's No. 248373, See Gls. (Pump Cert.) No. C.86293. Also Fire Pump in Steering house 11.5BHP, RPM 1300. Russel Newbury No. 10F5944 and Hamworthy pump Type D2 H2 No.88084 giving 100 ft. head at 1200 R.P.M., together with all necessary fittings as per Rules, Approved Plans, and Secretary's letters, Now been fitted on board. Oil Fuel filling and hot oil fuel line tested as per Rule Requirements. Seen under working conditions and found satisfactory.

(For Tank heating coils please see Report 8)

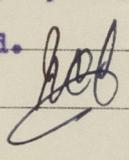
Steam Smothering:— Perforated steel pipes installed under boilers and around oil fuel unit and satisfactorily tested under working conditions.

Stokehold:— Two sand boxes, one ten gallon and two off two gallon chemical extinguishers; also two canvas hoses jet and spray nozzles in stokehold and in engine room, together with two off two gallon ~~XXXXXX~~ chemical extinguishers in Engine Room.

All extended spindles fitted as per Rules. No Funnel dampers fitted. No lead pipes fitted. The whole system tried under working conditions in port satisfactorily with the exception of the quick closing valves on oil fuel settling tanks (eight in all) which remain to be fitted with suitable operating gear from upper deck and tested under working conditions.

N.B. Owners Representative stated this would be done on the ship's arrival in Antwerp to which Port the vessel is proceeding direct from Greenock. Antwerp Surveyors informed accordingly.

Items effecting Classification "Fit new distribution valve chest on M.B. feed line on return Cbo. by 1,51 (3 mos. limit)" has now been satisfactorily dealt with and may be deleted.



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