

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

(Received at London Office

4th APR 1949Date of writing Report 2 April 1949 When handed in at Local Office 2nd April 1949 Port of SOUTHAMPTON

No. in Reg. Book 95136 Survey held at Southampton Date First Survey AND Last Survey 1st April 1949 (No. of Units 1)

on the Machinery of the Wood, Iron or Steel S.S. "SHILLONG"

Tonnage Gross 9300 Vessel built at Newcastle By whom Vickers Armstrongs Ltd When
 Net Engines made at Barrow By whom Vickers Armstrongs Ltd When
 Nominal Boilers, when made (Main) (Donkey)
 Horse Power Owners Messrs. Messrs. Messrs. Owners' Address
 No. of Main Boilers Managers (If not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Port London Voyage Japan
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat, Southampton Dock
 in Donkey Boilers (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) 1st Machinery

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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

Was 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 " " "

If not, 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?

State latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete, as per the Secretary's letter dated 30th March, 1949, the leads to steam heating coils for the forward deep cargo tank, in way of after and middle starboard deep cargo tanks remain to be tested. It was arranged with the Chief Engineer, that this would be done before loading cargo oil in these tanks, if heating coils were required for the oil. The Chief Engineer stated that on vessels fitted to the U.K. the leads to the heating coils have to be altered, so that they passed along the pipe tunnel and not through the deep tanks.

Please see Secretary's letter dated 30/3/49.
 Now done: - Only bilge pump tried on the following spaces with satisfactory results.
 Port starboard cofferdam aft of deep oil tanks.
 Double bottom cofferdam forward of No. 6 P.B. tank (Centre).
 Port starboard cofferdams forward of oil fuel cross bulkhead tanks.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible to

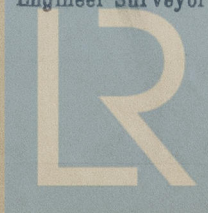
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&M 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

remain as previously recommended, subject to the leads to steam heating coils in forward deep tank, in way of after & middle starboard deep cargo oil tanks being tested before loading an oil cargo requiring heating coils.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute FRI 29 APR 1949
 Assigned See minute on F.E. No. 105986

J. Smith-Lee
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

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