

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office - 2 JAN 1942)

Date of writing Report Oct. 17th. 41. When handed in at Local Office Oct. 17th. 41. Port of Hong Kong

No. in Reg. Book. 76309 Survey held at Hong Kong Date, First Survey Sept. 22nd. Last Survey Oct. 15th. 19 41
(No. of Visits 4)

on the Machinery of the Steel "INDIRA"

Tonnage } Gross 837 Vessel built at Middlesbrough. By whom Smith's Dock Co. Ltd. When 1918
Net 876 Engines made at Middlesbrough. By whom - do - When 1918

Nominal Horse Power 84 Boilers, when made (Main) 1918 (Donkey) -

No. of Main Boilers 1 Owners Ko Pook In Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Hong Kong Voyage -

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry
(State name of Dock.) H.M. Naval Dock

in Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Decking, BS & IS

(Periodical surveys, when held, must be reported in detail and seriatim 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? Yes

" " Donkey " " " None

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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 13-10-41 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs. 13-10-41

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

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

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

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

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 22-9-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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 Not complete, tail shaft liner to be renewed by the end of March 1942.

Vessel placed in dry dock, propeller, tail shaft, stern bush, sea valves and outside fastenings examined and found or placed in good condition.

Boiler examined internally and externally with safety valves, doors, mountings and fastenings and found or placed in safe working condition.

Boiler examined under steam and safety valves adjusted as above.

REPAIRS:-Wear & Tear.

Boiler relagged.

A number of combustion chamber stays & nuts renewed.

Front end plate in way of bottom doors built up with electric welding & doors refitted.

(Continued overleaf)

General Observations, Opinion, and Recommendation:—

(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, B.S. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

The Boiler and Propeller Shaft of this vessel are in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of B.S. 10-41, and Tail Shaft seen C.L. 10-41. Tail shaft liner to be renewed by the end of March 1942.

Survey Fee (per Section 20) \$125.00. Fees applied for 16/10/41

Special Damage or Repair Fee (if any) £ Received by me, -

Travelling expenses (if chargeable) \$ 15.00. 19 -

Committee's Minute. FRI. 23 JAN 1942

Assigned. Referred

BS 10.41

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1	12,40	L.M.U. 0,38
ssBom.No.3-2,34		B.S. 0,40
saBom.No.1-27		T.S.O.L. 4,40

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Good 200 lbs. 13-10-41

To what pressure were they afterwards adjusted under steam? -

Yes, and of the Donkey Boilers? -

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has R Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Front collision check renewed.

The tail shaft liner worn thin and it is recommended liner be renewed before the end of March 1942.

E. M. Havelock

Docking

LOCAL

No. 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100

Yes

None

No

Yes

Yes

Yes

No

Not complete

S. no 2046 841

B. due 841 Steel

The Screw shaft has been examined & the liner found thin. It is recommended the liner be renewed before end of J. 42

Main boiler repairs effected

It is submitted that this vessel is eligible for THE RECORD.

S. 941 B. 1041

Subject as recommended

H. H. H.

19.1.42