

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

(Received at London Office 5 FEB 1951)

Date of writing Report 19 When handed in at Local Office 19 Port of Calcutta

No. in Reg. Book 47664 Survey held at Calcutta Date, First Survey 13-1-51 Last Survey 24-1-1951 (No. of Visits 3)

Tonnage Gross 5250 Net 3218 Vessel built at Newcastle By whom Palmer's Co. Ltd. Year 1919 Month 3

Nominal Horse Power 5177H Boilers, when made (Main) 1919 (Donkey)  Engines made at -do- By whom -do- When 1919

No. of Main Boilers JSB Owners Svarnos Maritime Co. Ltd. Owners' Address Chios (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers  Managers H.G. Svarnos Port Chios Voyage  Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 14378 Port Cal.

## Particulars of Examination and Repairs (if any) Compl. BS.

(Periodical Surveys, when held, must be reported in detail and serialim 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? ho.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons Port of Calcutta BLS surveyed Karachi 2-10-50.

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 Starbd BLS 13-1-51. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs to 4"

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 Boiler? Yes 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 Boiler? Yes. and of the Donkey Boilers?

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

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

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

how done for completion of BS for record of BS 10-50:-

*The starbd main boiler examined internally and externally together with its safety valves, mountings, manholes, doors and their fastenings and found as now placed in good condition. The safety valves afterwards adjusted under steam for a WP of 180 lbs. Both bottom manholes and doors built up by E.W. and doors refitted. Centre box of tubes - 12 plain tubes renewed - 3 rivets renewed in wrapper plate flange and one crack cut out and built up by E.W. Fore box of tubes - one plain tube renewed.*

## 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. 9, II, B.&M.S. 9, II, \*L.M.C. 9, II, or \*L.M.C. 140 lb., F.D., &c.)

*This vessel's machinery, so far as now seen, is eligible in my opinion to be retained as now classed and to have the record of BS 10-50 as previously recommended, subject to one plugged stay tube in starbd box of starbd boiler being renewed at next BS.*

Fee (per Section 29) BS £ 130/- Fees applied for 24-1-1951  
Damage or Repair Fee (per Section 29) £ 70/- Received by me, [Signature]  
Printing expenses (if chargeable) £ 9/-

Committee's Minute Assigned

TUES. 20 FEB. 1951  
BS 10, 50 subject not

[Signature]  
Engineer Surveyor to Lloyd's Register of Shipping.



n.B. Stopped stay tube in starboard box, 10<sup>th</sup> row from top - 4<sup>th</sup> tube from inside side not renewed at this time - but stopper renewed.

It is recommended that this stay tube be renewed at the next boiler survey.

At the same time it is submitted that the Owners be advised that, so far as the starboard boiler is concerned, it would be advisable to have spare plain & stay tubes ready for the next BS when it is considered it will be advisable to renew a number of plain and stay tubes which are becoming thin.

*R.E.*