

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

(Received at London Office - 4 DEC 1941)

Date of writing Report 30.9.1941 When handed in at Local Office 30.9.1941 Port of Bombay

No. in Reg. Book 8704 Survey held at Bombay Date First Survey 24.9.41 Last Survey 24.9.1941  
 on the Machinery of the Wood, Iron or Steel F.S.S. "Strathallan" (No. of Visits 1)

Tonnage { Gross 23722 Vessel built at Barrow By whom Vickers Armstrongs Ltd. When 1938-3  
 Net 14134 Engines made at Barrow By whom Vickers Armstrongs Ltd. When 1938

Nominal Horse Power 4912 Boilers, when made (Main) 1938 (Aux) 1938

No. of Main Boilers 4 WTB Owners R. & O. Steam Nav. Co. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 2 WTB Managers Hughes Drydock Port London Voyage

Steam Pressure in Main Boilers 450 lb If Surveyed Afloat or in Dry Dock Hughes Drydock (State name of Dock.)  
 in Donkey Boilers 450 lb

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Docking

(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? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

If this was not done, state for what reasons Blss. not prepared.

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. Present condition of funnel(s)

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

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?  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? No 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 of bearing part of stern bush and top of after bearing of screw shaft. 5/32"

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

Vessel in dry dock. Examined propellers, stern bush ends and outside fastenings and found all in good order.

I did not allow of the screw shafts being drawn in or of the propellers being removed for the examination of the ends of the liners. It is expected that the shafts will be examined at the next docking. Meanwhile the wear-down is not excessive & all appears to be in efficient condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ 45/- Fees applied for 30.9.1941

Special Damage or Repair Fee (if any)  Received by me, [Signature]

Travelling expenses (if chargeable)

Committee's Minute \_\_\_\_\_

Assigned As now Subject

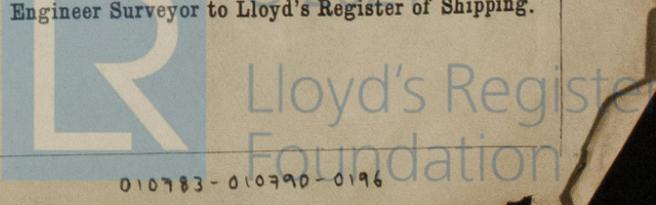
FRI. 19 DEC 1941

Engineer Surveyor to Lloyd's Register of Shipping.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year and month when new survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1-8. <del>40</del> with fuelboard fitted for oil fuel 3.38 F.P. above 150°F	341	<input checked="" type="checkbox"/> LMC 3.38 <input checked="" type="checkbox"/> LLOYD'S R.M.C. 40 BS 2.40 6

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

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



Docking

Part Supra Survey noted

Schiffs due 2/4/1

If it is found that this vessel is eligible remain as GLASSBORO

Request to blow down pipes in Copper Boilers being (removed) at first opportunity

17/2/41

BS 17/2/41

*[Faint handwritten notes, possibly a list or schedule]*

*[Faint handwritten notes, possibly a list or schedule]*

*[Handwritten note]*

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B2 17 40  
B2 17 40

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Handwritten notes

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