

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. Survey held at Bombay Date First Survey 24.9.41 Last Survey 24.9.1941 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel J.S.S. Strathallan

Gross 237.22 Vessel built at Barrow By whom Vickers Armstrongs Ltd. When 1938.3

Net 14/134 Engines made at Barrow By whom Vickers Armstrongs Ltd. When 1938

Nominal Horse Power 4912 Boilers, when made (Main) 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 Port London Voyage

Steam Pressure in Main Boilers 450 lb If Surveyed Afloat or in Dry Dock Hughes Drydock

in Donkey Boilers 450 lb

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

CHARACTER for Special Survey	Date of last Survey and of Periodical Surveys	Years and months since last survey	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1-8.40	341		LMC 3.38
with freeboard			BS 2.40
Fitted for oil fuel			6
3.38 F.P. above 150°F			

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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?

" " " " " "

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft

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?

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

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

Some 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/-

Special Damage or Repair Fee (if any) (per Section 29) £

Travelling expenses (if chargeable) £

Committee's Minute

Assigned As now Subject

Fees applied for 30.9.1941

Received by me, 19

19 DEC 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

010783-010790-0196

Part Super Survey noted

Schaft due 241

Refused to blow down
pipes in Copper
because being
renewed at
first opportunity

It is recommended that
this vessel be eligible
remain as CLASSED

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17/12/41

BS 1049

BT
14 JUL 07 04:30 AM
FMC 2.98

04-8-1A001
Lambert House
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