

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

No. 16133

(Received at London Office MAR 26 1940)

Date of writing Report 13/3/40. When handed in at Local Office 13/3/40. Port of GENOA.
 No. in Reg. Book. 26465 Survey held at GENOA. Date, First Survey 5/3/40. Last Survey 8/3/40. (No. of Visits Four)
 on the Machinery of the ~~Wooden~~ Steel Sc. "INDIA"
 Tonnage { Gross 6367 Vessel built at Trieste By whom Stabilimento Tecnico Year. Month. 1926 2
 Net 4077 Engines made at " By whom " When 1926
 Nominal Horse Power 652 Boilers, when made (Main) - (Donkey) 1926
 No. of Main Boilers - Owners LLOYD TRIESTINO Owners' Address -
 No. of Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers - Port Genoa Voyage -
 in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour
 (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) LMC.C.S. & DBS.

(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 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 " " " Yes

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 D.B. 5/3/40.

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? Yes

To what pressure were they afterwards adjusted under steam? 100-lb.

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

and of the Donkey Boilers? Yes

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

and of the Donkey Boilers? Yes

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

and of the Donkey Boilers? Yes

Has 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 or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat

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 It is stated that the L.M.C. C.S.

will be advanced from time to time in accordance with Circular No 1670.

NOW DONE FOR L.M.C. C.S. The following machinery parts opened up and examined:-

Main Engine- Nos. 7 cylinder, cover, piston, piston rod, crosshead, top end bearing, connecting rod, valves & valve gear.

Nos. 3, 4 & 5 crankshaft journals and main bearings.

Nos. 3 & 4 crank pins and bottom end bearings.

Main air compressor cylinders, pistons, top end gudgeon & connecting rod.

Starboard Aux. Oil Engine- In its entirety including air compressor.

Auxiliary steam driven air compressor.

Ballast Pump.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now

(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, 11, B.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

seen, is eligible, in my opinion, to remain as classed with fresh record of L.M.C. C.S. (with date) on completion of the survey and D.B.S. 3-40.

Survey Fee (per Section 29) LMC. C.S. Lit. 300.-

Special Damage or Repair Fee (if any) DBS. " 185.-

Travelling expenses (if chargeable) " 50.-

Fees applied for

13/3/40.

Received by me,

19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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C.S. advanced.
DBS due 3.40 held.
An aux. cylinder cover removed.

It is submitted that
this vessel is eligible for
THE RECORD. DBS 3.40.

It is submitted that
this vessel is eligible for fresh
RECORD of Survey 6.39
for the oil engines.

L.H.
2/4/40.



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The three Main Engine blast air receivers tested by hydraulic pressure to 120 kgs/cm². It is stated that these receivers will be opened up for examination in due course.

REPAIRS- Starboard Aux.Oil Engine - N°2 cylinder cover renewed on account of cracks at valve pockets.

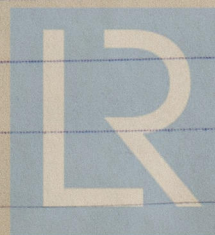
NOW DONE FOR D.B.S. Examined the Donkey Boiler internally and externally together with all mountings and doors. Safety valves adjusted under steam to 100 lbs/sq.inch.

Oil burning installation examined under working conditions and found satisfactory.

N.B. No Interim Certificate was issued in this case but a note of the machinery parts parts now examined was made in a book kept aboard by the Chief Engineer.

M.B.

W1052-0047 2/2



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