

Rpt. 9.

WRECK
SECTION

No. 15370

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

(Received at London Office

16 JAN 1953

Port of

CALCUTTA

Date of writing Report

19 When handed in at Local Office

No. in
Reg. Book.

Survey held at

CALCUTTA

Date. First Survey

and

Last Survey

23rd Dec.

1952

(No. of Visits

1

50925

on the Machinery of the Wood, Iron or Steel

"ALMA"

Tonnage (Gross 5409
Net 3291
Nominal Horse Power 416)

Vessel built at Hog Island Pa.

By whom American International S.B.

When 1919

Month.

Engines made at Schenectady N.Y.

By whom Corp. General Electric Co.

When 1919

Boilers, when made (Main)

1919

(Donkey)

Owners Alma Shipping Co. S.A.

Owners' Address

(If not already recorded in Appendix to Register Book.)

No. of Main Boilers

3 WTB

No. of Donkey Boilers

Managers Faros Shipping Co. Ltd.,

Port PANAMA.

Voyage

Steam Pressure

200 lbs

If Surveyed Afloat or in Dry Dock

Afloat Kidderpore Dock

Particulars of Classification

(which must be inserted

Last Report No. 1620. Port Adm.

Particulars of Examination and Repairs (if any) Extension of Interim Cert.

(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?

Donkey

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

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?

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

Attended on board at request of Owners Representative to examine Main Turbine primary pinion, one tooth found broken for a distance of 3" as previously reported, no further damage found.

It is recommended that the pinion be renewed before the end of March 1953 & the main engine revolutions meanwhile kept below 70 RPM.

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

CS 3,34.

The Machinery of this vessel is eligible in my opinion to remain as classed without fresh record of survey subject to the main turbine primary pinion being renewed before the end of March 1953 & the main engine revolutions meanwhile being kept below 70 rpm.

Survey Fee (per Section 29) Examn. Fee.

Rs. 100/-

Fees applied for

24-12-52

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

Rs. 8/-

Received by me,

19

Travelling expenses (if chargeable)

THURS 15 JAN 1953

Committee's Minute Assigned

As no, subject

W.B. Blackwood

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

W1624-0065

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