

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

(Received at London Office

29 JUN 1942

Date of writing Report

March 26<sup>th</sup> 12.

When handed in at Local Office

19

Port of

Balenka.

No. in

Survey held at

Balenka.

Date, First Survey

26.3.12

Last Survey

26.3.12.

19

(No. of Visits)

Reg. Book

24073

on the Machinery of the

Wood, Iron or Steel

Tonnage

Gross

5051.

Net

2828.

Vessel built at

Dumailand.

By whom

Wm. Dryden &amp; Sons

By whom

- do -

When

1940.

Month.

When

1940

Nominal Horse Power

516.

Engines made at

- do -

Boilers, when made (Main)

Owners Smith Lucia Steam Co

Owners' Address

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

Voyage

No. of Main Boilers

2.

No. of Donkey Boilers

Steam Pressure—

in Main Boilers

in Donkey Boilers

Managers

# Surveyed Afloat

(State name of Dock.)

Barren Reach Ship.

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

CHARACTER, *for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now or since	Machinery and Boiler Surveys (including date of N.B., if any)
+ local. with freeboard at 11.41		1940. 6.10 c.h.
Tonnage opening closed 41 (WE)		Oil Engines Continuous Survey

Last Report No. 6774. Port Bom.

## Particulars of Examination and Repairs (if any) C.S.

(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

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

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

Has the shaft now fitted been previously used?

Has it a continuous liner?

State date of examination of Screw Shaft

Is electric light and/or power fitted?

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.

Has done:- The following items have been examined as part of C.S. found in good order:-  
All main bearings - Journals - 1st size - centre bottom - was fine. Thrust - turned  
Shafting complete - General Service pumps.

## 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.)

The machinery of this vessel as far as has been seen is in good condition & like in comparison to remain as classed - to have record C.S. (with date) when the survey is complete.

Survey Fee (per Section 29)

Rupees.

£

100.

Fees applied for

26.3.1942

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

£

:

Received by me,

Travelling expenses (if chargeable)

£

:

19.

Committee's Minute

Assigned

FRI. 3 JUL 1942

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W39-0197



C. J. Paro held

IT IS HEREBY CERTIFIED THAT  
THESE ARE THE ORIGINALS OF  
THESE DOCUMENTS

How a war loss.

2/7/42



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