

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

(Received at London Office 29 JUN 1942)

Date of writing Report March 26th 1942 When handed in at Local Office 19 Port of Balenka

No. in Survey held at Balenka Date, First Survey 26.3.42 Last Survey 26.3.42 19 1942
(No. of Visits 1)

Reg. Book 24073 on the Machinery of the Wood Steel H.L. FULTALA
5051 2828 516 Vessel built at Dumaeland By whom Wm. Dryden & Sons
Tonnage Gross 2828 Net 516 Engines made at - do - By whom - do -
Nominal Horse Power 516 Boilers, when made (Main) (Donkey) When 1940 Month 6
No. of Main Boilers 2 Owners Smith Lucia Steam Co Owners' Address Buacu
No. of Donkey Boilers 2 Managers Paracu Peach Jethu (If not already recorded in Appendix to Register Book.)
Steam Pressure 120 # Surveyed Afloat in Dry Dock Paracu Peach Jethu Voyage Buacu
in Main Boilers 120 (State name of Dock.)

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 assigned now or since	Machinery and Boiler Surveys (including date of N.B., if any)
+ local with freeboard 11.41		1st. C. 6. 40 C.H.
Tonnage opening closed 4 (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 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 it a continuous liner? 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? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft
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.

As done: - The following items have been examined as part C.S. found in good order:
All main bearings - Journals - 1 1/2 size - centre bottom. was fine. Thrust - tunnel
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 in good location & light in my opinion to remain as classed - to have record C.S. (with date) when the survey is complete.

Survey Fee (per Section 29) Rs. 100. Fees applied for 26.3.1942
Special Damage or Repair Fee (if any) (per Section 29) Rs. : Received by me, 19.
Travelling expenses (if chargeable) Rs. :

Committee's Minute FRI. 3 JUL 1942
Assigned As now

THACKER'S PRESS AND DIRECTOR'S LTD., CALCUTTA.

Lloyd's Register Foundation

W30-0197

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Engine Surveyor to Lloyd's Register of Shipping.

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Cl. paid held.

*It is understood that
this is a copy of the
original of CLYND.*

how a war loss.

DM
2/7/42



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