

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

(Received at London Office 15 JUL 1935)

Date of writing Report 24-6-1935 When handed in at Local Office 24-6-1935 Port of Calcutta

Survey held at Calcutta Date, First Survey 6-6-35 Last Survey 24-6-1935

on the Machinery of the Wood, Iron or Steel S.S. BURMESTAN (No. of Visits four)

Gross 3035 Net 1591 Vessel built at Lark By whom Damages Ferguson & Co When 1914-8

Engines made at do By whom do When 1914

Boilers, when made (Main) 1914 (Donkey) -

Owners Scindia S. N. B. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Bombay Voyage

If Surveyed Afloat or in Dry Dock Both - Kildarpore Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) BS-DK-T.S.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature and details of such repairs should be briefly summarized at the end of the report. State also the names and initials of any persons respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has 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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Were any repairs not done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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?

What was the latest date of internal examination of each boiler 6-6-35 and 14-6-35 Funnel in good order.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lb/sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? -

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has a new shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has an old shaft now been changed? No If so, state reasons

Has an old shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What was the latest date of examination of Screw Shaft 19-6-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit Bush renewed.

When engine parts, when referred to by numbers, should be counted from forward.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Vessel placed in dry dock; The propeller, sea connections and outside fastenings examined and found in good order. Tail shaft stern bush examined and found in good order.

All boilers examined throughout, together with their mountings, manholes, doors and fastenings and found in good order.

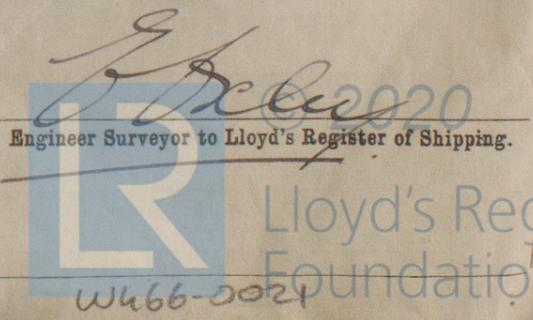
Safety valves on all boilers adjusted under steam.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, so far as now seen, is in safe efficient condition and eligible, in my opinion, to remain as classed with fresh records of BS-6,35 and TS,CL-6,35

Far as now seen, is in safe efficient condition and eligible, in my opinion, to remain as classed with fresh records of BS-6,35 and TS,CL-6,35

Fees applied for 24-6-1935 Received by me, 19

Committee's Minute FRI, 26 JUL 1935 signed B.S. 6,35



Insert Character of Ship and Machinery precisely as in the Register Book.

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

