

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

(Received at London Office)

9 - MAY 1941

Date of writing Report 27. 1. 1941 When handed in at Local Office 27. 1. 1941 Port of Bombay

No. in Reg. Book 80053 Survey held at Bombay Date, First Survey 28. 11. 1940 Last Survey 6. 1. 1941 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S.S. "Nardana"

Tonnage Gross 7974 Vessel built at Glasgow By whom Barclay Curle & Co. Ltd. When 1919 Month 9
 Net 4784 Engines made at Glasgow By whom Barclay Curle & Co. Ltd. When 1919 Month 9

Nominal Horse Power 1356 Boilers, when made (Main) 1919 (Donkey) 1920

No. of Main Boilers 3D Owners British India S. N. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Port Glasgow Voyage

No. of Donkey Boilers 1 Managers _____
 Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Hughes Drydock. (State name of Dock.)
 in Donkey Boilers 110 lb.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) see L.M.C.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

If this was not done, state for what reasons? Not done.

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 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

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 Complete.

Vessel in dry dock. Examined propellers, stern bush ends and outside fastenings examined and found all in good order. Sea connections overhauled.

Completion of L.M.C. Now done :- All starbd. bottom ends and the starboard thrust shaft cone coupling; the auxiliary pumps and pumping arrangements (except the port and starbd. circulating pumps, the starbd. lubricating oil pump and the general service pump) opened up and examined throughout. Electrical equipment examined and tested throughout in accordance with the Rules and wiring and connections made good as found necessary.

General Observations, Opinion and Recommendation: The machinery of this vessel, so far as (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 8, 34,
 now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of *L.M.C. (with date) also already recommended.

Survey Fee (per Section 29) (port) Rs 150/-
(dock) Rs 45/-

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

Travelling expenses (if chargeable) Rs 10/-

Fees applied for 27. 1. 1941

Received by me, _____ 19

Committee's Minute _____
 Assigned _____
 FRI. 23 MAY 1941
L.M.C. 4. 29

A.P. Southwell 2021
 Engineer Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

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

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

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