

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

(Received at London Office)

Date of writing Report 16th May 1940 When handed in at Local Office 16th May 1940 Port of LONDON

No. in Survey held at LONDON Date, First Survey and Last Survey 1st May 1940
(No. of Visits one)
10232 on the Machinery of the ~~Wood, Iron or Steel~~ Tw. Sc. NARDANA

Age } Gross 7974 Vessel built at Glasgow By whom Banley Curle & Co. Ltd. When 1919-9
Net 4784 Engines made at Glasgow By whom - do - When 1919
Nominal Horse Power 1356 Boilers, when made (Main) 1919 (Donkey) 1920
No. of Main Boilers 3 DB Owners British India Steam Navigation Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers - Port Glasgow Voyage -
Steam Pressure 200 lb. If Surveyed Afloat or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted
in Main Boilers 200 lb. (State name of Dock.)
in Donkey Boilers 110 lb.

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Part MS

Periodical Surveys, when held, must be reported in detail and seriatim 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 details 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.

Where 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 -

Has a damage report been 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? -

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

Where this was not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the 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 the 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? -

What is the 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 power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? - No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? - No

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey

See previous Mdb report No 16828. It was stated that the survey would be advanced in India to which country the vessel is now proceeding.

Work done. Windlass examined complete.

General Observations, Opinion, and Recommendation: The machinery and appliances of

(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. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

this vessel are in good condition and eligible in my opinion to remain

as classed with fresh record of L.M.C. MS 4.39 on completion of

the survey, as previously recommended.

Survey Fee (per Section 29) £ - Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ - Received by me, £ 19

Printing expenses (if chargeable) £ -

Committee's Minute Deferred

Signed W. H. Sutcliffe

W. H. Sutcliffe 2021
Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 31 MAY 1940

W. H. Sutcliffe

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

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



W61-0019