

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

(Received at London Office)

16 JUL 1928

Date of writing Report 15/6/1928 When handed in at Local Office 15/6/1928 Port of Kobe,

No. in Reg. Book. 16842 Survey held at Kobe. Date, First Survey 30/5/28 Last Survey 9/6/1928
(No. of Visits Four.)

on the Machinery of the ~~Wood Iron or Steel~~ SINGLE SCREW STEAMER "BORDEAUX MARU"

Tonnage { Gross 6567 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1923 12 mo.
Net 4104

Nominal Horse Power { 746 NHP Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1923.
No. of Main Boilers 3 SB Boilers, when made (Main) 1923. (Donkey) --

No. of Donkey Boilers -- Owners Kawasaki Dockyard Co. Ltd. Owners' Address
Steam Pressure in Main Boilers 200 lbs Managers Port Kobe. Voyage Voyage
in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Kawasaki Dock.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) IMC

(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? Yes

Do. " 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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 204 lbs.

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? Yes, and of the Donkey Boiler? --

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

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

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 the distance between ~~top of~~ bearing metal of stern bush and top of after bearing of screw shaft? Not obtainable.

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

NOW DONE:--Vessel placed in dry dock, propeller, sea cocks and valves with their shell fastenings, examined and found in good condition.

The stern tube oil gland was not removed, so the wear down of stern bush could not be measured. The Chief Engineer stated that the lubricating arrangements are at present in good working condition.

H.P. & L.P. Turbines with double reduction gearing opened up for survey: Turbine casings, rotors, rotor discs, blading and rotor shafting, thrust and tunnel shafting, condenser, pumps and piping examined and found in good safe working condition.

The 3 Main Boilers with schmidt Type Superheaters, were examined over all parts with doors, mountings and safety valves and all found in good safe working condition.

Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:--A few minor repairs and adjustments effected.

General Observations, Opinion, and Recommendation:-- The machinery and boilers of this vessel

(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.&H.S. 9,11, or L.M.C. 9,11, 149 lb., F.D., &c.)

are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of *IMC 6-28.

Survey Fee (per Section 29) Yes 240.- Fees applied for 13/6/1928

Special Damage or Repair Fee (if any) -- 7.- Received by me, 19

Travelling Expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 3 AUG 1928

Assigned + L. No. 6:28 TUE. 19 FEB 1929

TUE. 16 JUL 1929

CERTIFICATE WRITTEN.

006479-006488-0020



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

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*25th Nov 12-27 held
engines & boilers examined
minor repairs effected.*

*It is submitted that
this vessel is eligible for
THE RECORD. + Dec 6.28.*

*J.A.
18/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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