

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

(Received at London Office)

19 JUL 1941

Date of writing Report 21st April, 1941.

When handed in at Local Office

21st April, 1941.

Port of

YOKOHAMA

No. in Survey held at

YOKOHAMA

Date, First Survey

29th Mar.

Last Survey

16th April 1941.

No. of Book.

1449 on the Machinery of the ~~Wood, Iron or~~ Steel

S.S. "BANDOENG MARU"

(No. of Visits) Four

Gross 4003  
Net 2469

Vessel built at YOKOHAMA

By whom

Yokohama Dock Co. Ltd.

Year. Month.

When 1920-5

Horse Power 327

Engines made at YOKOHAMA

By whom Yokohama Dock Co. Ltd.

When 1920

Main Boilers 2 SB

Boilers, when made (Main)

1920

(Donkey)

x

Donkey Boilers x

Owners Nanyo Kaiun K.K.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Tokyo

Voyage

x

Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock Both.

(State name of Dock.)

Asano Dock.

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

CHARACTER.  
x for Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
assigned  
now  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

100A1 3-40

LMC 2-39

BS 3-40

SS05a.No.3-2,39

TS(CI) 2-40

Report No.

Port

Particulars of Examination and Repairs (if any) BS &amp; Repairs.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Has a damage report made by anyone else? If so, by whom?

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

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

Where 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?

Latest date of internal examination of each boiler P. - 31/3/41. S - 4/4/41.

Present condition of funnel Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? x

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

, and of the Donkey Boilers? x

Has the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boilers? x

Has the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? x

Has the shaft now been drawn and examined? x Is it fitted with continuous liner? x

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

Has the shaft now been changed? x If so, state reasons x

Has the shaft now fitted been previously used? x Has it a continuous liner? x

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

Distance of examination of Screw Shaft 2-40

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Close.

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

Is electric light and/or power fitted? x

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? x

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? x

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

Done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

The Two (2) Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

All cylinders, pistons, valves, crank, thrust and intermediate shafting, condenser, air circulating and bilge pumps, opened by the Owners, examined as far as practicable found in good condition.

Part of damage repairs now carried out:- (See Yokohama Report No.6880, March, 1940)

The bronze blade of propeller removed and its tip bent aft about 6", repaired and refitted in good order.

Interim Certificate issued - copy attached.

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

The vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of 1941.

Fee (per Section 29) £Y 120.00

Fees applied for 19-4- 19 41

Damage or Repair Fee (if any) £ x

Expenses (if chargeable) £Y : 6.00

Received by me, 19

Committee's Minute

TUE. 12 AUG 1941

ended

B.S. 4-41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006930-006941-0061

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

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



CSheld.

It is submitted that  
this vessel is eligible for  
THE RECORD, CS441

BA  
8/8/41



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