

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

(Received at London Office)

Date of writing Report 22nd Jan. 1941 When handed in at Local Office 22nd Jan. 1941 Port of SHIMONOSEKI.

No. in Reg. Book 235'08 Survey held at WAKAMATSU Date, First Survey and Last Survey 21st Jan 1941 (No. of Visits 1)

Tonnage Gross 4743 Net 2946 Vessel built at Tacoma Wash. By whom Todd, D.D. & Const. Corp. When 1920 8

Nominal Horse Power 472 Engines made at " By whom " When 1920

No. of Main Boilers 3 Boilers, when made (Main) 1920 Owners' Address Cia. Maritima Istmenia, Ltd. (if not already recorded in Appendix to Register Book.) Port Panama Voyage "

No. of Donkey Boilers 1 Managers " Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Team Pressure in Main Boilers 190 lbs If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

in Donkey Boilers 1 Owners' Address " Port " Voyage "

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

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys. Year and month when surveyed. Machinery and Boiler Surveys (including date of N.B. if any).

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

Particulars of Examination and Repairs (if any) Propeller Damage.

Medical Surveys, when held, must be reported in detail and scriptum 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.

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 Offered & Accepted.

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? "

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

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

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? "

Has the examination of Screw Shaft " State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft " Is electric light and/or power fitted? "

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? "

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

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

It is stated to have been caused by propeller probably striking some submerged object whilst on her passage from Fuka Island to Wakamatsu via Panama, Honolulu & Osaka between 1st November 1940 and 1st January 1941.

Other particulars see Smk. Damage report, dated 21st January 1940 copy attached hereto. RECOMMENDED.

FOUND.

The blade broken off at a distance of about 20" from tip. The blade (in opposite position of the above blade) cracked, crack running for about 12" diagonally near tip from leading edge toward tip. The blade cracked, crack running for about 5" along following edge near tip. P. T. O.

Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to be classed without fresh record of survey, subject to Propeller, stern bush & tail shaft being in dry dock at the first opportunity and dealt with as found necessary.

Survey Fee (per Section 29)	£	11. 1. 41
Special Damage or Repair Fee (if any) (per Section 29.)	£	85. 50
Travelling expenses (if chargeable)	£	6. 00
Fees applied for		21. 1. 41
Received by me,		19

T. K. ...
Engineer Surveyor to Lloyd's Register of Shipping.



S.S. "ESTERO".

It is further recommended that the propeller, stern bush and tail shaft be examined in dry dock at the first opportunity and dealt with as found necessary.

Note:- No dry dock is available at present.

T.K.

*Propeller damage
repairs recommended
an examination in dry
dock. Suggested action
be deferred.*

RJA

14/3/41



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Foundation