

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

DISCLOSED

BAY No.

No. 2627

(Received at London Office)

Port of SHIMONOSEKI.

Date of writing Report 22nd Jan. 19 41

When handed in at Local Office

22nd Jan. 19 41

Port of

Date, First Survey and Last Survey 21st Jan 19 41
(No. of Visits 1)

No. in Reg. Book. Survey held at WAKAMATSU

on the Machinery of the ~~Wakamatsu~~ Steel Single Screw Steamer "ESTERON".

Year. Month.

When 1920 8

When 1920

Tonnage Gross 4743
Net 2946

Vessel built at Tacoma Wash.

By whom Todd D.D. & Const. Corp.

By whom

(Donkey) 1

Nominal Horse Power 472

Engines made at

1920

Boilers, when made (Main)

Owners Cia. Maritima Istmenia, Ltd.

Owners' Address

Port Panama

Voyage

No. of Main Boilers 3

Managers

No. of Donkey Boilers 1

Team Pressure in Main Boilers 190 lbs

If Surveyed Afloat or in Dry Dock Afloat.

(State name of Dock.)

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

Last Report No. 3180 Port

P. N. L.

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

CHARACTER for Special Survey
Date of last Survey and of Periodical Surveys.
*100A1 12-39-7.40
SSS. Fo. No. 3-4, 33
SSS. No. 1-36

Machinery and Boiler Surveys (including date of N.B., if any).
*LMC 5-37
BS 5-40
TS (CL) N4-38

Notes for 8.20 P.P.

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.

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

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

Donkey

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.

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

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

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Shaft now been drawn and examined?

now been changed? If so, state reasons

Shaft now fitted been previously used?

Examination of Screw Shaft

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

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

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

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

stated to have been caused by propeller probably striking some submerged object whilst on her

from Fuks Island to Wakamatsu via Panama, Honolulu & Osaka between 1st November 1940 and

January 1941.

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

RECOMMENDED.

FOUND.

One blade broken off at a distance of about 20" from tip.

One blade (in opposite position of the above blade) cracked.

Crack running for about 12" diagonally near tip from leading

edge toward tip.

One blade cracked, crack running for about 5" along following

edge near tip.

Propeller to be repaired or renewed.

P. T. O.

Observations, Opinion, and Recommendation:

Survey 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

repaired at the first opportunity and dealt with as found necessary.

Survey Fee (per Section 20) £ 1. 1. 41

Special Damage or Repair Fee (if any) £ 85. 50

Travelling expenses (if chargeable) £ 6. 00

Committee's Minute

Assigned Deferred

Fees applied for

Received by me,

19

TUE. 12 MAY 1941

OMIT CLASS

ON RE-PRINT.

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

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
primary recommends
an examination in dry
dock. suggested action
be deferred.

RJA

14/3/41



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Foundation