

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

(Received at London Office JUL -7 1939)

Date of writing Report 10/6/ 1939. When handed in at Local Office 10/6/ 1939, Port of YOKOHAMA

No. in Reg. Book 46389 Survey held at YOKOHAMA Date, First Survey 22nd May, Last Survey 8th June, 1939. (No. of Visits Three)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "INDIA MARU".

Tonnage } Gross 5873
 Net 4256
 Nominal Horse Power } 440
 No. of Main Boilers 2 SB
 Aux. 1 SB
 No. of Donkey Boilers 1 SB
 Steam Pressure in Main Boilers 200 lbs.
 Aux. 200 lbs.

Vessel built at Kobe By whom Kawasaki Dkyd Co, Id When 1920-6
 Engines made at Kobe By whom Kawasaki Dkyd Co, Id When 1920
 Boilers, when made (Main) 1920 (Donkey) 1920
 Owners Kawasaki Kisen K.K. Owners' Address (Donkey)
 Managers X Port Kobe Voyage
 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Asano Dock, T.S.Z.

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. Years elapsed since last survey. Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port
Particulars of Examination and Repairs (if any) BS

Periodical surveys, when held, must be reported in detail and scrutiny 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

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

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

" " Aux. Donkey " " " " Yes

Why this was not done, state for what reasons? X

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

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? X

State latest date of internal examination of each boiler: 23/5/39. Present condition of funnel X Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? X and of the Donkey Boilers? X

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

Has screw 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? Yes

Has 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

State date of examination of Screw Shaft X State the distance between bearing metal of stern bush and top of after bearing of screw shaft measured

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? Yes

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

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

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, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

The 2 main and one Auxiliary boilers were examined over all parts with doors, mountings and safety valves & found or now placed in good condition. Safety valves adjusted under steam as stated above.

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting, condenser, air, bilge & ballast pumps, examined and found in good condition.

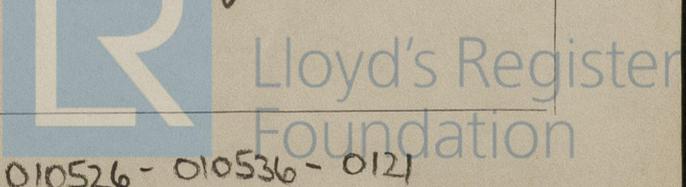
General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of BS 6-39.

Survey Fee (per Section 29) 150.00
 Special Damage or Repair Fee (if any) £
 Travelling expenses (if chargeable) ¥ 2.00

Fees applied for 9-6-1939
 Received by me, 1939

Committee's Minute FRI. 21 JUL 1939
Assigned BS 6 39

K. Ridgeway
Engineer Surveyor to Lloyd's Register of Shipping.



010526 - 010536 - 0121

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

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