

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

(Received at London Office JUL -7 1939)

Date of writing Report 10/6/ 19 39. When handed in at Local Office 10/6/ 19 39. Port of YOKOHAMA
No. in Reg. Book. Survey held at YOKOHAMA Date, First Survey 22nd May, Last Survey 8th June, 19 39.
76389 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "INDIA MARU". (No. of Visits Three)

Gross 5873 Vessel built at Kobe By whom Kawasaki Dkyd Co, Id When 1920-6
Net 4256 Engines made at Kobe By whom Kawasaki Dkyd Co, Id When 1920
Nominal 440 Boilers, when made (Main) 1920 (Donkey) 1920
orse Power }
of Main Boilers 2 SB Owners Kawasaki Kisen K.K. Owners' Address
Aux. 1 SB Managers x (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1 SB Port Kobe Voyage
eam Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both
n Main Boilers 200 lbs. (State name of Dock.) Asano Dock, T.S.Z.
Aux. 200 lbs. n Donkey Boilers 200 lbs.

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

Periodical surveys, when held, must be reported in detail and scriation 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.

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

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

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

" " Aux. Donkey " " " Yes

this was not done, state for what reasons? X

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

so 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

ate latest date of internal examination of each boiler 23/5/39.

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

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

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

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

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

is 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

is shaft now been changed? X If so, state reasons X

is 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? Not measured

ate 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 fitted? Yes

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

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

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 (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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
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 Fees applied for 9-6- 1939
Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19
Travelling expenses (if chargeable) 2.00

Committee's Minute FRI. 21 JUL 1939

Assigned 21 6 39

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

Lloyd's Register Foundation
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