

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

(Received at London Office 10 APR 1928)

Date of writing Report 5 May 1928 When handed in at Local Office 5 May 1928 Port of Leith

No. in Reg. Book. Survey held at Leith Date, First Survey 2 Nov 1927 Last Survey 4<sup>th</sup> April 1928 (No. of Visits 7)

3757 on the Machinery of the Wood, Iron or Steel S. S. "St Botolph" now "Kusaki"

Tonnage Gross 444 Net 8 Vessel built at Hull By whom Livingston & Cooper Ltd When 1919 - 3

Nominal Horse Power 228 Engines made at Hull By whom Carter & Co Ltd When 1919

No. of Main Boilers 2 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Donkey Boilers ✓ Owners' Address (if not already recorded in Appendix to Register Book) ✓

Steam Pressure in Main Boilers 180 Owners' Address (if not already recorded in Appendix to Register Book) ✓

in Donkey Boilers ✓ Managers ✓ Port London Voyage Abadan

If Surveyed Afloat or in Dry Dock Old & Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. &amp; Defects

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

In 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? ✓

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

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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

Also 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 185 lbs

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? Yes, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw 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 shaft now been changed? ✓ If so, state reasons ✓

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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Leith Report No 17250: The safety valves of main boilers have been adjusted under steam to above pressure & found in order: all machinery tried under steam & found in order: main boilers examined internally & found in order.

Alterations: This vessel has been fitted for oil fuel as per approved plans: oil pipes in stokehold tested to 100 lbs per sq in & found in order: the oil pipes, headers & fittings tested by oil to 250 lbs per sq in & found in order: controls to oil fuel & steam lines fitted & carried to deck: oil copperdams fitted with sections as per approved plans:

On completion of the alterations the vessel was tried under full

General Observations, Opinion, and Recommendation:—

(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, S.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel is in good order, and eligible in my opinion

to have fresh record of + L.M.C. 4.28, also notation for tail shaft 4.28.

The boiler pressure of 180 lbs to be re-inserted in Register Book, also a

notation of fitted for oil fuel 4.28 F.P. above 150° F.

Survey Fee (per Section 25) £ 11 - - -

Special Damage or Repair Fee (if any) (per Section 25.) £ 5 - 5 - -

Travelling Expenses (if chargeable) £ - - -

Committee's Minute

Assigned

S. 4.28 O.C.

CERTIFICATE WRITTEN

Fees applied for

5-3-1928

Received by me,

7-4-1928

A. T. Thomas

Engineer Surveyor to Lloyd's Register of Shipping.

012108-012112-0130



Survey for Relacquification previously  
part held. Now completed.

Boilers examined internally and  
machinery tried under working conditions  
Oil fuel burning installation fitted

Fitted for Oil Fuel 4.28 F.P.  
above 150°F. @  
13/4/25

Renstate W.P. 180 lb.

Note  
T.S.

S. Tug "St Botolph"

working conditions in the dock, and the machinery &  
oil fuel installation proved satisfactory

This vessel has now been taken over by British  
Tanker Co Ltd and re-named "Kumaki"

G. T. T.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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