

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

SUGIYAMA

(Received at London Office)

24 JAN '36

Date of writing Report 22 Jan 1936 When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam

Date, First Survey 13 Jan Last Survey 22 Jan 1936 (No. of Visits four)

Tonnage Gross 297 Net 241 on the Machinery of the Wood Iron or Steel

VLA S 101

Vessel built at Newcastle

By whom Whimble & Co. Ltd. When 1914-11

Engines made at Stockton

By whom Planco Ltd. When 1914

Boilers, when made (Main) 1914

(Donkey)

Owners J. D. Chandrin

Owners' Address Piraeus

Managers

Port Piraeus Voyage Rio de Janeiro

Surveyed Afloat or in Dry Dock

1st Rotterdam-Laven & Waalkhaven

Last Report No. 1201 Port Leg

Particulars of Examination and Repairs (if any) part 85.

Periodical surveys, when held, must be reported in detail and seriatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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

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

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

What was not done, state for what reasons? See below

What parts of the Boilers could not be thus thoroughly examined? All parts of port boiler accessible

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 14 Jan '36

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? All boilers 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boilers?

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

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the screw 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat

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

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

It is reported that Starb. & Centre boiler have been examined at Blyth in Nov. 1935.

Examined Port boiler internally and externally with mountings, safety valves, doors and their fastenings.

26 nuts on screwstays and 4 screwstays renewed in backplates.

Adjusted the safety valves of all main boilers under steam pressure 180 lb.

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General Observations, Opinion, and Recommendation:—

The machinery being in good condition, I am of opinion that the vessel is eligible to remain as classed with a fresh record of D.S. with a date as previously recommended.

Fees applied for 22.1.1936

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 31 JAN 1936

Assigned Referred for Comp. No. 2 10.35

FRI. 29 MAY 1936

Deferred Tuesday

Write Own Pic

WED. 3 JUN 1936

Change class

Lloyd's Register Foundation

As completed

Due 5-35 not advanced

Year of grace approved

It is submitted that

this vessel is eligible for
THE RECORD.

CS 1035

It is submitted that this

vessel WILL BE eligible for
a record.

Till 10 35 when the

Rule requirements except
examination of sea connections
condenser crank pins & bilge
bump have been complied
with & bilge suction
pipe is now held
repaired or cleared

[Signature]
17/1/36

General Committee.

Thursday, 4th June, 1936

Decision of Classing
Committee confirmed
WKS

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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