W512-0282

Rpt. 9.

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

No. L[illegible]

(Received at London Office SEP -6 1937)

Port of Calcutta.

Date of writing Report August 13th 1937. When handed in at Local Office ____ 19__ Date, First Survey 11.8.37. Last Survey 13.8.37. 19__ (No. of Visits 2.)

No. in Reg. Book. 10494. Survey held at Calcutta. on the Machinery of the ~~Wood Screw~~ Steel Trp. S.S. "ANGORA"

Tonnage { Gross 4298. Net 1986. | Vessel built at Sunderland. By whom W. Doxford & Sons. When 1911. 2.

Nominal Horse Power 1105. | Engines made at - do - By whom W. Doxford & Sons. When 1911

No. of Main Boilers 6. | Boilers. when made (Main) 1911 (Donkey)

No. of Donkey Boilers ✓ | Owners Mr. TAMIHOSUKI MIYACHI Owners' Address KOBE.

Steam Pressure— in Main Boilers 150 | Managers ____ (if not already recorded in Appendix to Register Book.)

in Donkey Boilers ____ | ~~Surveyed Afloat or in Dry Dock~~ (State name of Dock.) No. 26 Kidderpore. Port Glasgow Voyage ✓

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
+100A1.		+L.M.C. 2.32.
Shade deck 12.33.		B.S. 12.33.
		C.L.P. 12.33
S.S. Cal No 3. 4.28.		C.L.S. 12.33
S.S. Cal No 1. 32.		O.C. 12.33

UNDERTAKING CASE

Last Report No. 10071 Port Cal Sub S.S.

Particulars of Examination and Repairs (if any)

(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 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? S.S.

" " 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? ____

State latest date of internal examination of each boiler Stbd For'd S.E. 11.8.37. S.V.s. 13.8.37.

Did the Surveyor examine the Safety Valves of the Main Boiler? S.F. S.E. Yes. To what pressure were they afterwards adjusted under steam? 150

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? S.F. S.E. 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? S.F. S.E. Yes, 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? Yes.

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

Is electric light and/or power fitted? ✓

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 ____

After two attempts at maintaining sufficient speed for safe pilotage in the River Hooghly while on voyage to Japan for breaking up purposes Owners decided to utilize another suitable boiler. To place extra men on board.

The Stbd forward S.E. boiler has been examined internally & externally with mountings found in good condition & to have connected up with the 5 other boilers ahead & Inwards. This boiler has been kept under steam & safety valves adjusted.

(See Cal. Rep. No. 10,071.)

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel is found to be in efficient condition & eligible in my opinion to remain as classed for voyage to Japan for breaking up purposes

Survey Fee (per Section 29) Rupees ____ £ 8.0.0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 13-8-1937

Received by me, ____ 19__

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 17 SEP 1937 Deferred

Assigned To be taken up when Kidderpore

FRI 22 OCT 1937

UNDERTAKING CASE

10m.12.36.—Transfer Ink.

The Surveyors are requested not to write on or below the space for Committee's Minute.

If so, is the Report sent now, or when will it be sent?

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

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

RETAIN

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