Rpt. 9.

No. 7997

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

(Received at London Office MAR -7 1938)

Date of writing Report Jan. 29th. 19 38. When handed in at Local Office Jan. 29th. 19 38. Port of Hong Kong

No. in Reg. Book. 30263 Survey held at Hong Kong Date, First Survey Jan.10th. Last Survey Jan.20th. 19 38 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel "MOORCOT"

Tonnage { Gross 6387 / Net 4038

Nominal Horse Power { 601

No. of Main Boilers 3

No. of Donkey Boilers -

Steam Pressure— in Main Boilers 200

in Donkey Boilers -

Vessel built at Newcastle By whom Nthmblnd. S. B. Co.Ld. When 1913 3mo.

Engines made at Hull By whom Earle's Co. Ld. When 1913 3mo.

Boilers, when made (Main) 1913 (Donkey) -

Owners McCowen & Gross, Ld. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port Glasgow Voyage Osaka

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry Taikoo

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of 1st Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1 Shelter dk		✠L.M.C. 3,34
with fbd. 1,37		B.S. 4,37
ssGls.No.3-11,25		T.S.CL 7,34
ssGrk.No.2-34		

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

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.) Cable. 11 & 22-1-38.

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 Damage Report made

Was a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " " None

If this was not done, state for what reasons? - Subject to the DONKEY BOILER not being used.

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 - Present condition of funnel(s) -

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

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? - , and of the Donkey Boilers? -

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

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

Has screw shaft now been drawn and examined? No 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 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 5/16"

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

Is electric light and/or power fitted? -

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

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

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

Issue interim certificate for voyage in ballast to Osaka for breaking up.

Upon examination the following repairs were recommended and carried out.

Ballast and bilge lines from engine room to aft end of vessel removed, cleared of sand and tested on completion.

Main condenser circulating pump & ballast pump opened up and cleaned with their ship side valves.

Main condenser cleared of sand, about 1200 wood ferrules renewed, condenser tested on completion and found satisfactory.

Special Reasons List.

Not dealt with.

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 140 lb., F.D., &c.) CS 3,34,

The Machinery of this vessel, in my opinion, eligible to remain as classed for the contemplated voyage to Osaka in ballast for breaking up.

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

Survey Fee (per Section 29) See Hull Report £ : :

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

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

Chas R Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 25 MAR 1938

Assigned See Minutes Hull Rept

W531-0199

S.S. Moorcot
7997

Lloyd's Cert. No. 7997
23/2/35