

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

(Received at London Office MAR -7 1938)

Date of writing Report Jan. 29th. 38. When handed in at Local Office Jan. 29th. 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 Vessel built at Newcastle By whom Hthblnd. S. B. Co. Ld. When 1913 Smo. 3mo.
Net 4038 Engines made at Hull By whom Harle's Co. Ld. When 1913 Smo. 3mo.

Nominal Horse Power 601 Boilers, when made (Main) 1913 (Donkey) -

No. of Main Boilers 3 Owners McCowen & Gross, Ld. Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Glasgow Voyage Osaka
Steam Pressure in Main Boilers 300 If Surveyed Afloat or in Dry Dock Dry Taikoo
in Donkey Boilers - (State name of Dock.)

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 for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>PROCAL Shelter dk with fbd. 1,37</u>		<u>L.M.C. 3,34</u>
<u>ssGls.No.3-11,25</u>		<u>B.S. 4,37</u>
<u>ssGrk.No.2-34</u>		<u>T.S.CL 7,34</u>

Last Report No. - Port -

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 summarized at the end of the report. State also the date 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 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 vitae 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. D.11, B.&M.S. D.11, & L.M.C. D.11, or L.M.C. 140 lb., F.D., &c.)

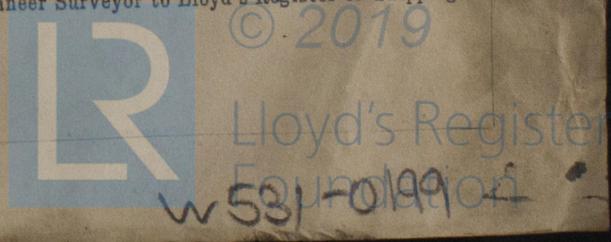
The Machinery of this vessel, in my opinion, eligible to remain as classed for the contemplated voyage to Osaka in ballast for breaking up.

For advice to be taken up

Survey Fee (per Section 29).....	<u>See Hull Report</u>	Fees applied for	19
Special Damage or Repair Fee (if any).....	£ : :	Received by me,	19
Travelling expenses (if chargeable).....	£ : :		

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

Committee's Minute FRI 25 MAR 1938
Assigned See Minute on Hull Rpt



See ship endorsement
2/2
23/2/58

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SS. Norway
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