

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

(Received at London Office)

14 SEP 1932

Date of writing Report 22<sup>nd</sup> Aug. 1932 When handed in at Local Office 22<sup>nd</sup> Aug. 1932 Port of MOBILE, ALABAMA  
 No. in Reg. Book 70195 Survey held at MOBILE Date, First Survey 16<sup>th</sup> Aug. 1932 Last Survey 16<sup>th</sup> Aug. 1932  
 on the Machinery of the Wood Iron or Steel T.S.S. "RAMA" (No. of Visits one)

Tonnage { Gross 1577 Net 957 Vessel built at Sunderland By whom Sir J. Laing & Sons, Ltd. When 1905 - 7  
 Engines made at -do- By whom N.E. Marine Eng. Co., Ltd. When -  
 Nominal Horse Power { 234 Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers 2 SB Owners Rama Transportation Co. Owners' Address -  
 No. of Donkey Boilers - Managers -do- (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lbs. Surveyed Afloat or in Dry Dock Todd S&S Co. Port Bluefields Voyage Bluefields  
 in Donkey Boilers - 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 to special survey.	Machinery and Boiler Surveys (including date of N.B., if any)
* A1		* LMC 12,31
<u>12,31 8.32</u>		T.S.- s12,31
ssNos. 2nd No. 3-		p. new 12,31
<u>9,27</u>		Fitted for oil
ssMob. No. 1, 31		fuel 1,22 F.P.
Gulf of Mexico & Caribbean Sea.		above 150°F.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) Docking

(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?

Do. " Donkey Boilers not due for survey

If this was not done, state for what reasons? Boilers not due for survey

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?

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 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? 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft P+5. 1/8"

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

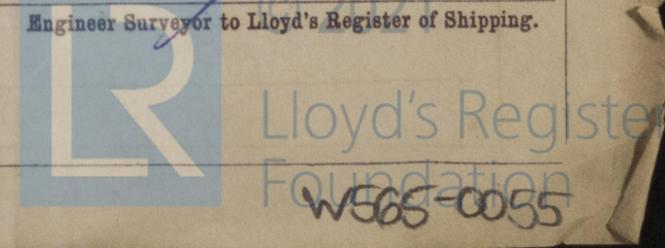
Now done:-  
The vessel placed on dry dock for hull repairs.  
Propellers, sternbushes and fastenings of the sea connections  
examined and found in good order.

General Observations, Opinion, and Recommendation:— Recommended that the  
 (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, or L.M.C. 9,11, 140 lb., F.D., &c.) machinery of this vessel be retained as now classed  
without fresh record of survey

Survey Fee (per Section 29) £ : :  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Fees applied for  
 Received by me,  
 £ : :  
 £ : :

A.G. Hance  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 31 1932 TUE. 10 JAN '33  
 Assigned As now



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Noted

YRM  
16.9.32

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.

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