

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

Date of writing Report 16/7 to 31 When handed in at Local Office 16-7-31 (Received at London Office 4 AUG 1931)  
 No. in Reg. Book. Survey held at Kobe Port of Kobe  
 Date, First Survey 2/7/31 Last Survey 7/7  
 on the Machinery of the Wooden or Steel SINGLE SCREW STEAMER "ARGONAUTA" (No. of Visits Six)  
 Gross Tonnage 5142  
 Net Tonnage 3161  
 Vessel built at Newcastle By whom Armstrong Whitworth & Co. When 1907  
 Engines made at Newcastle By whom Wilsnd Slpwy. Co. Id. When 19  
 Boilers, when made (Main) 1907 (Donkey) --  
 Owners Anglo Saxon Petroleum Co. Id. Owners' Address London  
 Managers --- (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Afloat Port London Voyage ---

Particulars of Examination and Repairs (if any) Broken Ropes  
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 names and initials of any letters respecting this case.

Particulars of Classification (which must be precisely as in Register Book & Supplement)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned not expired	Machinery and Surveys (including date of Survey)
*100A1	18, 29	*LMC 11
4.31		BS 4.31
		TS (CL) 4.31
		N 4.31

Carrying Petroleum in Bulk  
 sshkg. No. 3-3.50  
 sssng. No. 2-28  
 FITTED FOR OIL FUEL 7.09  
 I.P. ABOVE 160° R.

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? --  
 Is 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 " " " " --  
 If this was not done, state for what reasons? --  
 What parts of the Boilers could not be thus thoroughly examined? --  
 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 the 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 the 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? --  
 Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --  
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done --

**VESSEL AFLOAT.**  
 Starboard Boiler, port furnace mouth and end plate in way found cracked circumferentially between rivets, cracks cut out and plates acetylene welded between rivet holes and all furnace mouth rivets renewed.  
 Port boiler, centre furnace found leaking at rivets of goose neck flange and bottom of back end plate. Rivets renewed in way of goose neck flange and landings acetylene welded fire and water sides.  
 Port boiler centre furnace mouth cracked circumferentially between rivets, cracks cut out, plate acetylene welded between rivet holes and rivets renewed.  
 Port and Starboard boilers tested by hydraulic pressure to 225 lbs. per sq. inch and all found satisfactory.

**General Observations, Opinion, and Recommendation:**— The machinery of this vessel, so far as now known, is in safe working condition and eligible in my opinion to have the record of B.S. 4, 31 maintained in the register book, subject to port boiler centre furnace goose neck flange and furnace mouth and starboard boiler, port furnace mouth, being specially examined next B.S. also E.M. Repairs to after boiler as per Singapore report.

(per Section 28) Yen 150.00 Fees applied for 9/7 1931  
 Damage or Repair Fee (if any) £ : :  
 Expenses (if chargeable) £ : 25.00  
 Received by me, \_\_\_\_\_ 1931

Committee's Minute  
 As now Subject  
 FRI. 17 AUG 1931  
 15. DEC 1931

