

NEW YORK FEB 20 1934

No. 2436

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

(Received at London Office

9 MAR 1934

Date of writing Report 19 When handed in at Local Office 19 Port of Seattle, Washington.

No. in Reg. Book. Survey held at Seattle, Washington Date, First Survey Jan. 18th Last Survey Feb. 6th 1934

22791 on the Machinery of the ~~XXXXXX~~ Steel S.S. "CACIQUE" (No. of Visits 6)

Gross 6245 Net 3888 Vessel built at Sunderland By whom Short Bros, Ltd. When 1910 - 2

Nominal Horse Power 480 Engines made at Newcastle By whom N.E. Marine Eng. Co Ltd, When "

No. of Main Boilers 3SB Boilers, when made (Main) 1910 (Donkey) -

No. of Donkey Boilers - Owners Grace S.S. Co Inc. Owners' Address -

Steam Pressure in Main Boilers 220 Managers - (if not already recorded in Appendix to Register Book.)

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Todd Dry Dock Port New York Voyage Japan

Last Report No. Port

Particulars of Examination and Repairs (if any) BS, TS, Etc.,

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 details 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.

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 -

as 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? Yes

Do. " Donkey " " " -

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? -

What latest date of internal examination of each boiler

Jan. 19th 1934.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 220 lbs

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? 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? Yes

, and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No 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? -

What date of examination of Screw Shaft Jan. 18th State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16" B.

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete. Vessel is proceeding to Japan to be broken up.

NOW DONE:- The three main boilers examined internally and externally and found in good condition. Mountings and safety valves opened out, examined and found or placed in good working order. Man holes doors and their fastenings found good. The boilers afterwards examined under steam and found good and tight and safety valves adjusted under steam. The oil fuel burning installation examined under working condition and found satisfactory. Vessel placed on dry dock, all sea valves opened out, overhauled, examined together with the fastenings and found or placed in good working order. The tail shaft drawn in, examined, found in good condition and replaced. The wear down at outer bearing as above noted. The propeller (four blades solid bronze) slightly damaged at three of the tips but otherwise in good condition. The propeller and its fastenings placed in good order. All main engine parts opened out by the crew and placed in good working order and the main engines afterwards examined and manoeuvred under full working conditions and proven satisfactory. All pumps examined under working conditions on bilges, tanks, etc and proven satisfactory. The electric lighting installation examined under working conditions and proven in good order. All circuits tested prior to the test. The main condenser tested out and made good and tight.

## 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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel is now in good working condition and eligible in my opinion to remain as classed in the Register Book for a contemplated voyage to Japan.

Survey Fee (per Section 29) \$80.00

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) \$ 20.00

N.Yk. 5.00

Fees applied for

Feb. 6th 19 34

Feb. 10th 34

Received by me,

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Committee's Minute

Assigned B.S. 2-34 T.S. 1-34

FRI. 25 MAY 1934

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W518-0206