

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

15 NOV 1934

(Received at London Office)

* Date of writing Report 30th October 1934 When handed in at Local Office 30/10/1934 Port of YOKOHAMA
 No. in Ref. Book 79610 Survey held at YOKOHAMA Date, First Survey 20th Oct. Last Survey 23rd Oct. 1934
 (No. of Visits 2)
 Tonnage Gross 5880 Net 3531 Vessel built at Hill-on-Tees By whom Furness S. B. & Co. Ltd When 1923-6
 Nominal Horse Power 573 Engines made at Middlesbrough By whom Richardsons, Wigham & Co. Ltd When 1923
 No. of Main Boilers 358 Boilers, when made (Main) 1923 (Donkey)
 No. of Donkey Boilers ✓ Owners Descenta Navigation Co. Ltd Owners' Address Port London Voyage
 Steam Pressure in Main Boilers 180 lb. Managers Harris & Dixon Ltd (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (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.	Year and Month now expired	Machinery and Boiler Surveys (including date of N.B. if any)
+ 100A1. H. 33		+ L.M.C. 9.30
S.S. Ber N° 2-30		B.S. 4.33
		T.S. (CL) 7.32

Last Report No. 20056 Port Sw

Particulars of Examination and Repairs (if any) part B.S.

(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 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? Part & started only

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? after Boilers under steam

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 Started 20/10/34 Part 23/10/34

Did the Surveyor examine the Safety Valves of the Main Boiler? Part & started only 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? Part & started only 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? Part & started only 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 ✓

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the after Boilers require to be examined in its entirety and the Safety Valves of all the Boilers require to be adjusted under steam. It is stated that this will be done at San Pedro to which Port the vessel is proceeding. The Los Angeles Surveyor advised.

Now done - The Port and Starboard (forward) Boilers examined internally and externally together with their mountings and found to be in safe working condition.

Minor repairs made.

General Observations, Opinion, and Recommendation: The Boilers, so far as seen, are in safe working condition and it is recommended that the record of B.S. 10.34 when the after Boiler has been examined and the Safety Valves of all the Boilers have been adjusted under steam be made in the Register Book in the case of this vessel.

(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, R.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

Survey Fee (per Section 29)	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ : :	Received by me,
Travelling expenses (if chargeable)	£ : :	19

Committee's Minute

Assigned

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 G. H. Macdonald
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W604-0045

Insert character of ship and machinery precisely as in the Register Book.

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