Rpt. 9.

No. 5144

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

(Received at London Office 11 SEP 1933)

Date of writing Report 19th August 1933 When handed in at Local Office 19/8/1933 Port of YOKOHAMA

No. in Reg. Book. ~~56974~~ Survey held at Uraga Date, First Survey 3rd August Last Survey 12th August 1933 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel T.S.S. "ALTAI MARU"

Tonnage { Gross 7772 / Net 4847

Nominal Horse Power { 655 / 3 SBT

No. of Main Boilers 1 AUX SB

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lb

in Donkey Boilers ✓

Vessel built at Osaka By whom Osaka Iron Works Ltd When 1918-8

Engines made at do. By whom do When 1918

Boilers, when made (Main) 1918 (Donkey) —

Owners Osaka Shosen K.K Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Osaka Voyage ✓

If Surveyed Afloat or in Dry Dock Uraga dry dk. (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Survey.	Class assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 Shelter dk with freeboard 9.32		+L.M.C. 9.32
S.S.Kob. No 3 - 6.30		T.S(C.L) 9.32

Particulars of Examination and Repairs (if any) L. M.C.

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 or 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? Yes. 3/8/33

Do. " ~~Donkey~~ AUX " " " Yes 3/8/33.

If this was not done, state for what reasons? ✓

In what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? Yes. To what pressure were they afterwards adjusted under steam? 200 lb/sq.in 12/8/33.

Did the Surveyor examine the Safety Valves of ~~Donkey~~ AUX Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lb/sq.in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the ~~Donkey~~ AUX Boilers? Yes

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? Yes. , and of the ~~Donkey~~ AUX Boiler? Yes.

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 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 is the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft P 1 1/8" S 1 1/8".

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

Vessel placed in dry dock. Propellers and Sea Cocks with their fastenings examined. All Cylinders, Pistons, Slide Valves and Casings, Crank, Thrust and Tunnel Shafting, Air, feed, circulating and Bilge pumps and pumping arrangements examined, now in good order. Condenser examined. Electric installation examined as per Rules and found or placed in good order.

The four Boilers examined internally and externally together with their mountings, now in safe working condition. Safety Valves adjusted as above.

Minor repairs made.

General Observations, Opinion, and Recommendation:— The machinery is in safe working

(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.)

condition and it is recommended that the record of +L.M.C. 8.33 be made in the Register Book in the case of this vessel.

Survey Fee (per Section 29) £240 00

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £2 : 59

Fees applied for 16/8/1933

Received by me, _____ 19____

Committee's Minute FRI 15 SEP 1933

Signed +Lmb. 8.33

G. H. Macdonald

Engineer Surveyor to Lloyd's Register of Shipping.

W658-0199

BJ. due 9.33 Now held

Survey held on engines

It is submitted that this vessel is eligible for THE RECORD

June 8.33

Hm

13.9.33

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☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.