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# Lloyd's Register of Shipping.



Port IS T A B U L.

24th December 1933

**This is to Certify** that

J. L. SMITH

the undersigned Surveyor to this Society did at the request of the Master and Owners Agents, B. Hirschovich, attend on board the m/s "NASORGA" of Calicut, 2466 tons gross, and No. 30674 in the Register Book, on 15th December 1933 and subsequent dates, whilst at anchor off Matatash, Lower Bosphorus, for the purpose of ascertaining the nature and extent of damage stated to have been sustained through heavy weather whilst on voyage from La Hede to Constanta, in ballast.

Leakage was found in Nos. 3 P & S, 4 P & S, 5 P & S, and 6 P & S cargo tanks, and the master requested temporary repairs to proceed on voyage.

The main machinery was also examined under working conditions, and found heavily damaged with excessive racing during the voyage.

The rivets in the above cargo tanks were hammer tested and a large number found to be slack.

From this examination it was found that considerable temporary repairs would be necessary to be carried out before the vessel could proceed on voyage, and are as follows:-

Temporary Repairs -

Vessel to be drydocked. All cargo tanks tested, Oil fuel

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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s/s "MAZORCA"

24/12/53

bunker tanks, six in number, to be cleaned out for examination of rivets. All leaking rivets to be dealt with, and bottom and side plating to be cemented as found necessary. Rudder to be lifted and examined, and steering <sup>gear</sup> and engine to be opened out for examination.

Machinery - Port and Starboard engines with compressors and accessories to be completely opened out for examination.

Port crankshaft to be tried in lathe for truth, balance weights on No.3 crank to be tested.

All main bearings lower halves to be examined. Nos.4 & 5 bearings to be reinstalled. Clutch to be dismantled, examined and repaired as required. Intermediate shaft bearings to be resecured.

Engine seating bolts and rivets to be hammer tested and dealt with as necessary. Stern glands to be repacked and one stud to be renewed. After end of sternbushes to be examined in Dry Dock.

Starboard Engine - Engine to be opened up for examination. Crank-  
shaft to be lifted for examination of lower <sup>halves</sup> of main bearings.

Clutch to be dismantled, examined and overhauled as found necessary.

Engine foundation bolts and rivets to be hammer tested and be dealt with as necessary.

Port & Starboard Engines to be tried on completion under working conditions.

*J. L. Smith.*



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Foundation