

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

(Received at London Office, 27 OCT 1941)

Date of writing Report **Aug. 13th. 1941.** When handed in at Local Office **Aug. 14th. 1941.** Port of **Hong Kong**

No. in Reg. Book **73285** Survey held at **Hong Kong** Date, First Survey **Aug. 6th.** Last Survey **Aug. 12th. 1941** (No. of Visits **5**)

on the Machinery of the **Wesermunde-G** Steel **Twin Sc. 4Mst. "DON JOSE"**  
Tonnage Gross **10893** Net **6791** Vessel built at **Wesermunde-G** By whom **J. C. Tecklenborg A.G.** When **1920** -  
Engines made at **Wesermunde-G** By whom **- do -** When **1920** -  
Nominal Horse Power **1020** Boilers, when made (Main) **1920** (Donkey) **-**  
No. of Main Boilers **5** Owners **Madriral & Co.** Owners' Address **-**  
No. of Donkey Boilers **-** Managers **-** Port **Manila, P.I.** Voyage **-**  
in Main Boilers **200** If Surveyed Afloat or in Dry Dock **Dry Taikoo**  
in Donkey Boilers **-** (State name of Dock.)

Last Report No. **-** Port **-**  
Particulars of Examination and Repairs (if any) **Docking, T.S., Part MS & B.S.**

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 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? **Yes, P. & S. Fwd. Brs.**

Do the same for Donkey Boilers? **None**

If this was not done, state for what reasons? **-**

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 **8-8-41 P. & S. Fwd. Brs.** Present condition of funnel(s) **Good**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes, all brs.** To what pressure were they afterwards adjusted under steam? **200 lbs. 12-8-41**

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, P. & S. Brs.** and of the Donkey Boilers? **-**

Did the Surveyor examine the drain plugs of the Main Boilers? **-** and of the Donkey Boilers? **-**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes, all boilers** and of the Donkey Boilers? **-**

Has screw shaft now been drawn and examined? **Yes, both** 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? **-**

State date of examination of Screw Shaft **8-8-41** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **Rewooded**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? **Yes**

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **No**

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **-**

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

**PART M.S. NOW DONE.**

Vessel placed in dry dock, propellers, screw shafts, stern bushes, all sea connections and outside fastenings examined and found or placed in good condition.

Oil burning installation examined under working conditions the fuel tank valves and deck control gear are in good working order and oil discharge pipes are sound and tight and accessible, visible and well lighted for their entire length.

Three auxiliary feed pumps G.S.P. examined. *General Service pumps*

Port & Starboard main condensers examined and tested.

Port & Starboard forward boilers examined internally and externally with safety valves, doors and mountings and placed in safe working order. ((Continued overleaf))

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

**The Machinery as far as seen, Boilers and Propeller shafts of this vessel are in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of B.S. 7-41.**

**M.S. with date when survey completed. & Tail Shafts seen C.L. 8-41.**

Survey Fee (per Section 29) **\$232.00.** Fees applied for **12/8/41**

Manila Customs **\$100.00.** Received by me, **19**

Special Damage or Repair Fee (if any) **\$ 35.00.**

Travelling expenses (if chargeable) **-**

Committee's Minute **FRI. 14 NOV 1941**

Assigned **Defereit 18.7.41**

Chas K Koucliff  
Engineer Surveyor to Lloyd's Register of Shipping.



W1049-0033

Insert Character of Ship and Machinery precisely as in the Register Book

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

Port, Centre & Starboard aft boiler safety valves and mountings examined.  
Port & Starboard forward boilers hydraulic tested 250 lbs.  
All boilers examined under steam and safety valves adjusted as above.

REPAIRS:-Wear & Tear.

- New worm wheel fitted to steering engine.
- 40 Condenser tubes renewed.
- Thrust block lined up.
- Aft feed pump piston rings renewed.
- Heater feed pump piston rings & bucket rings renewed.
- Port forward boiler main check valve lid renewed.
- Lower half stern bushes rewooded.

TO COMPLETE M.S.

- Electric installation to be examined and tested.
- Port & Starboard main engine intermediate shafts, windlass and pumping arrangements to be examined.

*Steam pipes to examine steel*

RETAIN

RETAIN



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