

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

(Received at London Office

18 SEP 1933)

Date of writing Report 28.8.1933 When handed in at Local Office 28.8.1933 Port of Bombay.

No. in Survey held at Bombay. Date First Survey 14.8.1933 Last Survey 28.8.1933
(No. of Visits 3)

35897 on the Machinery of the ~~Wood, Iron or Steel~~ Tacoma
By whom Flensburg Schiffh. Ges. When 1909. 3

Gross Tonnage 6838 Vessel built at Flensburg
Net Tonnage 4233 Engines made at Flensburg
By whom Flensburg Schiffh. Ges. When 1909
(Donkey)

Nominal Horse Power 620 Boilers, when made (Machinery) 1909
No. of Main Boilers 3 Owners Standard Transportation Co. Owners' Address Japan.
(if not already recorded in Appendix to Register Book.)
Port Hong Kong Voyage Japan.

No. of Donkey Boilers 3 Managers Merwether Dydak Particulars of Classification (which must be inserted
in Main Boilers 215H Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers

Last Report No. _____ Port _____

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

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. 14/8/33

Do. " Donkey " O.B. out of use.

If this was not done, state for what reasons? O.B. out of use.

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 215 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 Boiler? Yes. 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? Yes. 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 the distance between lignum vitae of stern bush and top of after bearing of screw shaft Good fit.

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

Vessel in dry dock. Examined propeller, stern bush end and outside fastenings and found in order. Sea connections opened up and overhauled.

Examined the 3 main boilers throughout with mountings and found all in efficient condition. Mountings overhauled.

Boilers afterwards examined under steam and safety valves adjusted as above.

I.P. crank pin specially examined and found in efficient condition. No signs of movement are to be seen.

Vessel proceeding to Japan to be broken up.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as

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

now seen, is in efficient condition, and is eligible, in my opinion, to remain as classed

with fresh record of B.S. 8.33.

Survey Fee (per Section 29) £ 285/- Fees applied for 28.8.1933

Special Damage or Repair Fee (if any) £ Received by me, _____

Travelling expenses (if chargeable) £ 10/- _____

Committee's Minute FRI. 29 SEP 1933

Assigned Deferred BS 8.33

TUE. 19 DEC 1933

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WS49-0207

Lloyd's Register Foundation

Subject to the DONKEY not being used SEE LIMITATION LIST

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

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