

WRECK BOX

No. 78 Top

No. 8689

Rpt. 9.

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

(Received at London Office)

31 OCT 1932

Date of writing Report 8th October 1932 When handed in at Local Office 8th October 1932 Port of Balutia

No. in Reg. Book. 27525 Survey held at Balutia Date, First Survey 5th May Last Survey 8th October 1932 (No. of Visits Three)

27525 on the Machinery of the Wood, Iron or Steel Sc Sr "MACHARDA"

Gross Tonnage 4785 Vessel built at Port Glasgow By whom Russell & Co Ltd When 1918-9

Net Tonnage 6209 Engines made at Glasgow By whom D. Rawan & Co Ltd When 1918

Nominal Horse Power 889 Boilers, when made (Main) 1918 (Donkey)

of Main Boilers 3DB Owners Thos & Jno Brockbank Owners' Address Port Liverpool Voyage

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

Main Boilers 220 If Surveyed Afloat or in Dry Dock Afloat - King Georges

Donkey Boilers (State name of Dock.)

Previous Report No. 52062 Port Gls.

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

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 details 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.

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.

Is 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

Do. " " Donkey " " " "

Why was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? 222 lb/p"

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, 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 the screw shaft now been drawn and examined? 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 the shaft now been changed? 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Complete

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

All boilers examined throughout, together with their mountings, manholes, doors & fastenings and found in good order.

Safety valves adjusted under steam.

The Owners Agents state that the vessel is now bound for Japan where she is to be broken up.

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, D.M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in safe & efficient condition and eligible, in my opinion, to remain as classed with fresh record of BS-10,32.

Survey Fee (per Section 29) Rupus £ 320/- Fees applied for 10.10.1932

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

Travelling expenses (if chargeable) £ 19

Committee's Minute FRI. 4 NOV 1932

Assigned B.S. 5.32

Labely
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

V600-046

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

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