

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

(Received at London Office 3/1/13)

Date of writing Report 13th Jan 1913 When handed in at Local Office 10 Port of London

No. in Reg. Book Survey held at London Date, First Survey 7th Jan Last Survey 1st Jan 1913 (No. of Visits 3)

38 Supp on the Machinery of the Wood, Iron or Steel of "Kuang Maru" Master YEAR. MONTH.

Tonnage Gross Vessel built at Port Glasgow By whom Russell & Co. When 1912
Net Engines made at Greenock By whom Harkiss & Blackman When 1912

Registered Horse Power Boilers, when made (Main) 1912 (Donkey) ✓
No. of Main Boilers 3 Owners Suppon Yusen Kabushiki Kaisha Port Tokyo Voyage Japan

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers ✓ (State name of Dock) Royal Albert Dock

Last Report No. Port Completion of Particulars of Examination and Repairs (if any) LMC

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		
Contemplated		

Periodical Surveys, when held, must be reported in detail and serially 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?

Bo. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boiler?

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? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons. Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Now done: Completion of survey as per Middleboro-on-Sea report No. 7711.

Star^d main boiler safety valves opened up. spindle tested for truth in a lathe, bushes bored out slightly larger. after-wards re-fitted, and adjusted under steam for a working pressure of 180 lbs. and found satisfactory.

Two new manhole doors fitted on Centre boiler, examined under steam, also new steam stop valve fitted for Dynamo, all satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is now in good & efficient condition and eligible in my opinion to have the record of LMC 1, 13 in the Register book.

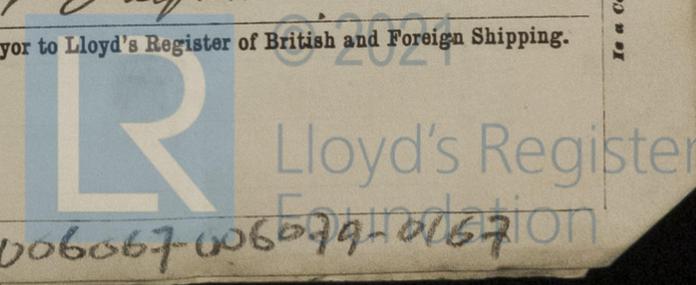
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., E.D., &c.)

Survey Fee (per Section 28).....	£ : :	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any)..... (per Section 28.)	£ ✓ : :	
Travelling Expenses (if chargeable).....	£ : :	

Robert Dalfour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JAN. 14. 1913

Assigned + L.M.C. 1, 13
F.D.



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

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

1st Entry report now completed.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1. 13.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

F. D.

J.W.D.
13/1/13
A.R.S.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



pt. 9.
No. in
Reg. Boe
355
Tonnage
Register
Horse P
No. of M
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Steam P
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