

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

(Received at London Office 3/1/13)

Date of writing Report 13<sup>th</sup> Jan. 1913 When handed in at Local Office 19 Port of London

No. in Survey held at London Date, First Survey 7<sup>th</sup> Jan. 1913 Last Survey 1<sup>st</sup> Jan. 1913 (No. of Visits 3)

Reg. Book. 3888 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 Harkness & 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  
(State name of Dock.) Royal Albert Dock  
in Donkey Boilers ✓

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

(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?

Do. " 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 Middlebrook on Lee report No. 7711.

Star<sup>d</sup> 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 man-hole 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

(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 L.M.C. 9, 11, 140 lb., E.D., &c.)

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

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

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

7.8

006067 006079-0167

Lloyd's Register Foundation



1<sup>st</sup> 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  
H.R.S.



© 2021

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



Rept. 9.  
No. in  
Reg. Boe  
255  
Tonnage  
Register  
Horse P  
No. of M  
No. of D  
Steam P  
in Mel  
in Dor  
Last  
Part  
Period  
NAT. N