

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

4 DEC 1931

(Received at London Office)

Report 6/11/31 When handed in at Local Office 12/11/31 Port of Hakodate.
 Survey held at Hakodate. Date, First Survey 14/9/31. Last Survey 30/10/1931
 on the Machinery of the Wood Iron or Steel Single Screw Steamer "LIVERPOOL MARU" (No. of Visits nine.)
 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919.
 Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919
 Boilers, when made (Main) - (Donkey) -
 Owners Johnson & Co. Ltd. Owners' Address -
 Managers - Port - Voyage -
 If Surveyed Afloat or in Dry Dock Dry dock.
 (State name of Dock.) Hakodate.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER. Date of last Survey and of Periodical Surveys. Years assigned or expired. Machinery and Boiler Surveys (including date of N.B., if any).
 +100A1 9,30 +LMC 9,30
 T.S.(OG) 9,30
 S.S. Kb. No. 2-28

Particulars of Examination and Repairs (if any) LMC & Damage.
 Examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/10"
 Examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/10"
 Examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes
 Examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -
 Examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes
 Has it been drawn and examined? Yes 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? Yes
 Has it been changed? Yes If so, state reasons see below.
 Has it been fitted previously used? New. Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes
 Is the fit betweenignum or bearing metal of stern bush and top of after bearing of screw shaft? Good fit.
 If not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Done:- Vessel placed in dry dock, propeller, stern bush with oil packing gland at end of tail shaft, sea connections & all outside fastenings examined & found or now in good condition.

Tail shaft without liner examined.
All cylinders, pistons, valves, chests, rods, crank, thrust & intermediate shafting, pumps, pumps & piping & pumping arrangements examined & found or now placed in good condition.
The 2 main & one auxiliary Boilers were examined internally & externally together with mountings & found in good condition. Safety valves adjusted under steam as above.
Due to Damage stated caused by vessel stranding at Ataya Misaki, Kunajiri Island on 10/10/31 from Shikoku, Kabafuto to Nagoya, find further particulars see Hakodate Damage report. 30/10/31
All cylinders of main engine opened up for examination & found in order.
Crank shaft & intermediate shafting examined & aligned. (P.T.O.)

Observations, Opinion, and Recommendation:— The machinery & boilers of this vessel are in good condition & eligible in my opinion to be continued as classed with fresh LMC of +LMC 10,31, and new tail shaft (OG) seen 10,31.

Section 25... 150.00 Fees applied for 9/11/31
 Repair Fee (if any) (See Hull Report)
 Expenses (if chargeable) (Do.) Received by me, 19
 RI. 11 DEC 1931

Committee's Minute +LMC 10-31; S(N) 10-31
 Certificate written OG
 FRI. 15 JAN 1932
 007620 - 007625 - 0142

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

As a Certificate required! If so, to be sent to



Tail shaft drawn in, examined, tried in lathe and renewed together with coupling box
Note:- The tail shaft was not recommended to be renewed, but renewed
by Owners wish. Mark:-

LLOYD'S NO. 780
M.K. R. M.K. 16-10-31

Stern tube refitted to new stern frame.

Propeller:- 3 bronze blades renewed & one bronze blade removed failed & refitted.

Pumps (jacks, ballast & general service pumps) opened, examined & found in order.

Condenser cover removed, examined & found in order.

Sea connections opened up, examined & found in order.

All boilers (2 main & one auxiliary) cleaned, examined & found in order.

Main steam pipe lagging removed & examined and found in order.

Engine & thrust bed plate, holding down bolts examined & renewed or tightened up as necessary.

One auxiliary steam pipe cross piece, one auxiliary exhaust pipe and one steam pipe for steering engine renewed, same tested by a hydraulic pressure to twice the working pressure (400 lbs/sq. in.) & found good.

Repairs due to wear & tear:-

All main bearing brasses, bottom halves W.M. remetated.

H.P. crank brass W.M. remetated.

H.P. ahead guide shoe W.M. remetated.

H.P. & M.P. cross head brasses W.M. remetated.

Thrust horse shoe ring & one bearing bottom brass W.M. remetated.

One bilge pump plunger skimmed up.

S. Weirs feed pump:- Steam cylinder bored & water bucket renewed.

Boilers:- One auxiliary steam pipe on P. boiler cracked at flange rewelded and one main check valve box for auxiliary Boilers renewed, they were tested by a hydraulic pressure to twice the working pressure & found sound & tight.

Minor repairs carried out. M.K.