

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

No. 117.

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 ~~Wooden~~ Steel Single Screw Steamer "LIVERPOOL MARU"
No. 5864. Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919. 4
4259. Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919
440. Boilers, when made (Main) - (Donkey) -
Boilers 2 Owners Johnson & Son Ltd. Owners' Address
Boilers 1 Managers (if not already recorded in Appendix to Register Book).
re- 200. Port Voyage
Boilers 200 If Surveyed Afloat or in Dry Dock Dry dock.
(State name of Dock.) Hakodate.

Port No. Port
Particulars of Examination and Repairs (if any) LMC & Damage.

Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined? -

Report made by anyone else? If so, by whom? -

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Aux. Donkey " " Yes

Where, state for what reasons? -

Where the Boilers could not be thus thoroughly examined? -

What means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? -

Did you examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq. in.

Did you examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq. in.

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boiler? Yes

Did you examine the drain plugs of the Main Boilers? -

and of the Donkey Boiler? -

Did you examine all the mountings of the Main Boilers? Yes

and of the Donkey Boiler? Yes

Have they now 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

Have they been changed? Yes If so, state reasons see below.

Have they now fitted been 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 there any space 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.

Notes:- 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 & 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, for 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

by 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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, &c., &c.)

is in good condition & eligible in my opinion to be continued as classed with fresh

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)
Expense (if chargeable) (Do.)
Received by me, 19

RI. 11 DEC 1931

Committee's Minute

and +LMC 10-31; S(N) 10-31

CERTIFICATE WRITTEN. OG

K. Kamakura
Asst. Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 15 JAN 1932

007620 - 007625 - 0142

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

Is 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. & M.K. 16-10-31

Stern tube refitted to new stern frame.

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

Pumps (feed, 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.