

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

(Received at London Office FEB 15 1941)

Date of writing Report 20/12/40. When handed in at Local Office 20th Dec. 1940 Port of Kobe.

No. in Reg. Book. 86464 Survey held at Osaka. Date, First Survey 22/11/40 Last Survey 13/12/1940.

on the Machinery of the ~~XXXXXX~~ Steel S/S "YAE MARU". (No. of Visits Four.)

Tonnage } Gross 6781 Vessel built at Oh, Harima. By whom Harima Dockyard Co. Ltd. When 1919 6mo.
Net 5059

Engines made at Kobe. By whom Kobe Steel Works, Ltd. When 1919.
Boilers, when made (Main) 1919. (Donkey) --

Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address Port Kobe. Voyage --

Managers XXXXXX of Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Chikko Dock.

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

CHARACTER. (for Special Survey Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 8,39 Shelter dk with freeboard.	*LMC 8,39 TS (CL) 7,37
ssYka.No.3-10,31.	
ssYka.No.1-36.	

Previous Report No. XXXXXX Port XXXXXX

Particulars of Examination and Repairs (if any) LMC & TS

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 --

Has 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

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? --

What was the latest date of internal examination of each boiler? November, 1940. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 190 lbs.

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 Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? --

Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has the shaft now been changed? No 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 was the date of examination of Screw Shaft? Nov. 1940. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 3/32".

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Is the Survey complete? Complete.

WORK DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam and feed pipes were tested by hydraulic pressure to twice the W.P., and the upper steam and feed pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel

(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, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

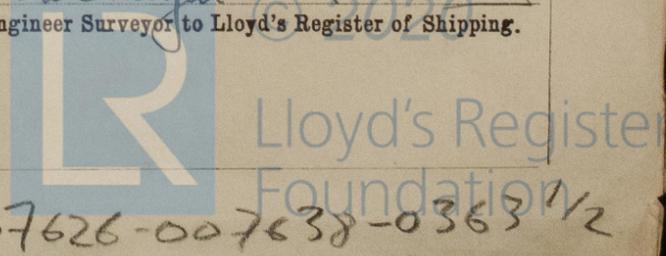
The vessel is in good condition and eligible, in our opinion, to be continued as classed with fresh record of

LMC 12. 40. and Tail Shaft (CL) seen 11.40.

Survey Fee (per Section 29) Yen 275:00 Fees applied for 13/12/19 40
 Electrical Survey Yen 20:00
 (per Section 29.)
 Travelling expenses (if chargeable) (See Hull Report)

K. Pakudaya
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + Amb. 12. 40



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

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

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:-

- H.P. & M.P. cylinder liners - skimmed up and packing rings - renewed.
- M.P. slide valve, top and bottom rings - renewed.
- H.P. crank pin - skimmed up and its brass whole - remetalled.

Boilers:-

- Main stop valve of 3 main boilers - renewed.
- Auxiliary stop valve of Centre and Starboard Boilers - renewed.

Auxiliaries:-

Windlass cylinder block, completely renewed. The new cylinder block was tested by hydraulic pressure to 200 lbs. per square inch and found tight.

Other minor repairs and adjustments effected. K. G.



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007626-007638-0363

No 2 held

It is submitted that
this vessel is eligible for
THE RECORD, value 12.40

1140

JA

17/12/40



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