Rpt. 9.

No. 49

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

(Received at London Office FRI. AUG. 26 1921)

Date of writing Report 20-7-1921 When handed in at Local Office 20-7-1921 Port of Dairen

No. in Reg. Book. 32284 Survey held at Dairen Date, First Survey 20-6-21 Last Survey 21-6-1921 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel Screw Steamer "Yachifana-Maru" Master

Tonnage { Gross 6400 / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers / in Donkey Boilers

Vessel built at Harima Dkyd By whom ~~Harima Dockyard~~ Kobe Steel Works When 1921 - 6 (YEAR. MONTH.)

Engines made at Kobe By whom Kobe Steel Works ~~Ltd~~ When 1921 - 6

Boilers, when made (Main) Kobe (Donkey)

Owners ~~Kobe Steel Works Ltd~~ Teikoku Kisen Kaisha Port Tokuyama Voyage Europe

If Surveyed Afloat or in Dry Dock afloat (State name of 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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
F.E. not yet rec'd		

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 vitæ 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?

Surveyed as per H. D. Buchanan's letter of June 10th the following fittings:- Extension rods, for operating oil fuel suction valves in Boiler room, and operating same on deck. Extension rods, for operating steam to fuel oil transfer pump, operated outside funnel hatch. Steam smothering pipes led to boiler room tank top, capable of being operated in boiler room & from deck. Fuel oil heating coil drain fitted. Inspection tank placed so as engineer can watch for presence of oil in drain water & coil drain fitted with by pass valve to bilges. Lever sameall & drip trays fitted. The above fittings have all been completed & tried in my presence & found satisfactory

General Observations, Opinion, and Recommendation:—

(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., F.D., &c.)

The machinery of this vessel were seen in good condition & eligible in my opinion for Kobe Surveyor's recommendations ✠ L.M.C. 6.21 fitted for oil fuel F.P. above 150° F. (Oil system can now be used)

Survey Fee (per Section 28) ✠100.00

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 26-6-1921 John Lin

Received by me, 18-7-1921

John Lin

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 SEP. 1921

Assigned See minute on F.E. report.

008168-008170-6134

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

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

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