

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 Saigon

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

on the Machinery of the ~~Wood Iron~~ Steel Steamer "Yachibana" Master YEAR. MONTH.

Tonnage { Gross 6400 Vessel built at Harima Dryd By whom Kobe Steel Works When 1921-6

Net { Engines made at Kobe By whom Kobe Steel Works When 1921-6

Registered Horse Power { Boilers, when made (Main) Kobe (Donkey)

No. of Main Boilers Owners Kobe Steel Works Port Tokuyama Voyage Europe

No. of Donkey Boilers Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers (State name of Dock.)

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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?

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 bye pass valve to bilges. Several small & cheap traps 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, E.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 run in good condition reliable 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

Total Damage or Repair Fee (if any) (per Section 28.)

Velling Expenses (if chargeable)

Fees applied for

26-6-1921

Received by me,

18-7-1921

Committee's Minute

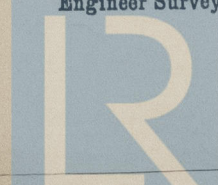
TUE. 27 SEP. 1921

Signed

See minute
on F.B. record.

John Sim

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

008168-008176-0134