

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

(Received at London Office

15 AUG 1927

Date of writing Report _____ 19 _____ When handed in at Local Office _____ 19 _____ Port of Kobe.

No. in Reg. Book. 89656 Survey held at Kobe. Date, First Survey 6/7/27 Last Survey 4/7/1924 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "KOREI MARU".

Tonnage { Gross 2491 Vessel built at W. Hartlepool By whom W. Gray & Co., Ltd. When 1904 6 mo
Net 1782

Nominal Horse Power { 250 NHP Engines made at W. Hartlepool By whom Gen. Mar. Eng. Wrks. When 1904
Boilers, when made (Main) 1904 (Donkey) --

No. of Main Boilers 2 SB Owners Shiba Shoji Kabushiki Kaisha. Owners' Address _____
(If not already recorded in Appendix to Register Book).
Port Tokio Voyage _____

No. of Donkey Boilers - Managers _____
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock in dry dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers - (State name of Dock.) Mitsubishi Dock.

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) L.M.C. & Damage. +100A1 0,26
*LMC 6,26
TS 6,26

(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? Yes.

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? Yes. To what pressure were they afterwards adjusted under steam? 132 lb

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 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? Yes. , and of the Donkey Boiler? --

Has screw shaft 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? --

Has 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? --

State the distance between lignum vitae or bushing of stern bush and top of after bearing of screw shaft? 3"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

NOW DONE:- vessel placed in dry dock, propeller, screw shaft, stern bush, sea connections and fastenings examined.

All cylinders, pistons, slide valves and faces, crank, thrust and tunnel shafts, pumps and condenser examined.

The valves, cocks, pipes, and strainers of the pumping arrangement examined.

The main boilers examined internally and externally together with their manholes, doors, mountings and safety valves. The foregoing now in good and efficient order. Safety valves of main boilers afterwards adjusted under steam as stated above.

REPAIRS DUE TO DAMAGE stated to have been caused by propeller fouling a lighter on the 14th June 1927, at Sakata Harbour:-

Broken propeller removed. screw shaft drawn for examination and tested in a lathe.

A new cast iron propeller fitted to cone of shaft. The screw shaft and propeller P.T.O.

General Observations, Opinion, and Recommendation :- The machinery of this vessel is now in good working condition and eligible in our opinion to be continued as classed in the Register Book with fresh record of *LMC 7,27 and tail shaft seen 7,27.

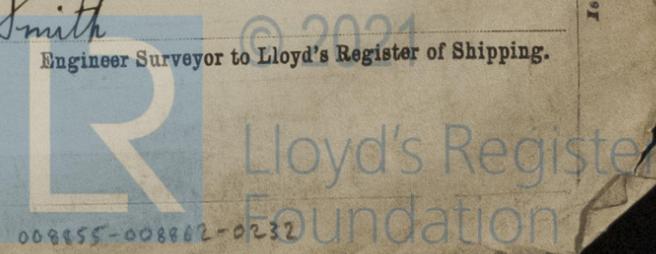
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or *L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 88)..... Yen : 190:00 Fees applied for 15/7/1927
Special Damage or Repair Fee (if any)..... Yen : 70:00
(per Section 88.)
Travelling Expenses (if chargeable)..... £ : : : Received by me, J.B. Smith
19

Committee's Minute TUES. 30 AUG 1927

Assigned + Lmb 7.27

CERTIFICATE WRITTEN.



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

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

afterwards fitted in place and left in good working condition.

WEAR AND TEAR REPAIRS:-

Both tube plates of main condenser renewed. Ferrules renewed as required. On completion of repairs the condenser tested by a head of water with satisfactory results.

N.B.-If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

*Damage through firing a lighter.
Screw shaft examined propeller renewed
B.S. due 6.27. Told machinery also examined
Condenser tube plates renewed & small
repairs effected.*

*It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 7.27.*

8.7.27

[Signature]
16/9/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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