

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

No. 3873.

Date of writing Report 25th Feby. 1927

(Received at London Office)

21 MAR 1927

No. in
Reg. Book.
82869

Survey held at YOKOHAMA

When handed in at Local Office

10

Port of YOKOHAMA

Date, First Survey 3-2-27

Last Survey 12th Feby 1927

(No. of Visits) Two

Tonnage { Gross 2205
Net 1299

Vessel built at Osaka

Sc 8 " SHINFUKU MARU "

Nominal
Horse Power 189

Engines made at Osaka

By whom Fujinagata Dryd Co, Ltd

When 1918 - 9

No. of Main Boilers 2

Boilers, when made (Main) 1918

By whom Fujinagata Dryd Co, Ltd

When 1918

No. of Donkey Boilers X
Steam Pressure in Main Boilers 180

Owners Kuribayashi Shosen K. Kaisha

(Donkey) XX

Owners' Address

(If not already recorded in Appendix to Register Book).

Port Tokyo

Voyage

in Donkey Boilers X

If Surveyed Afloat & in Dry Dock Yes
(State name of Dock.) Yka. D.D.

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.

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

As 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 " " "

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So 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? 180 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?

, 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?

Is screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? 2 liners

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed? No If so, state reasons

Is 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?

Is the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

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

Examined HP. IP. and LP. cylinders, pistons and valves, all inboard shafting pumps and condenser.

Examined both main boilers externally and internally together with their mountings and adjusted safety valves under steam as stated above.

Examined propeller all sea cocks and valves also their fastenings and examined pumping arrangements.

Seven main engine holding down bolts to be fitted. Not done owing to time as to fit these necessitates drilling tank top.

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, R.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

vessel is in safe working condition and eligible in my opinion to remain as classed and have fresh record of LMC 2,27.

Survey Fee (per Section 25) ¥ 205.00

Special Damage or Repair Fee (if any) £

Working Expenses (if chargeable) ¥ 5.00

Fees applied for 12-2-1927

Received by me, 18-2-1927

Committee's Minute

TUES 29 MAR 1927

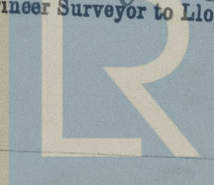
Signed

LMC 2,27

FRI 23 MAR 1928

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.



Lloyd's Register
Foundation

Due 2.27 held & Tugies
examined

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.

It is submitted that
this vessel is eligible for
THE RECORD. *due 2.27*

S 2.27

SA.
12/3/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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