

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

No. 3873.

Date of writing Report 25th Feby. 1927 When handed in at Local Office YOKOHAMA (Received at London Office 21 MAR 1927)

No. in Reg. Book. 82869 Survey held at YOKOHAMA Port of YOKOHAMA
Date, First Survey 3-2-27 Last Survey 12th Feby 1927
on the Machinery of the ~~Wood, Iron or Steel~~ Sc 87 " SHINFUKU MARU " (No. of Visits two)

Tonnage { Gross 2205
Net 1299 Vessel built at Osaka By whom Fujinagata Dkyd Co, Id When 1918 - 9
Engines made at Osaka By whom Fujinagata Dkyd Co, Id When 1918
Nominal Horse Power 189 Boilers, when made (Main) 1918 (Donkey) xx
No. of Main Boilers 2 Owners Kuribayashi Shosen K. Kaisha Owners' Address (Donkey) xx
No. of Donkey Boilers x Managers (If not already recorded in Appendix to Register Book).
Steam Pressure in Main Boilers 180 Port Tokyo Voyage
in Donkey Boilers x If Surveyed Afloat & in Dry Dock Yes Yka. D.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.

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 " " " ✓

Was this not done, state for what reasons? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 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? ✓ 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? 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? ✓

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? ✓

What is the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 1/8

If the Survey is 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.)

The machinery of this 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 Fees applied for 12-2-1927

Special Damage or Repair Fee (if any) £ Received by me, 18-2-1927

Printing Expenses (if chargeable) ¥ 5.00

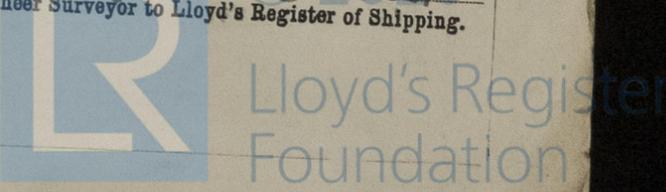
Committee's Minute TUES 29 MAR 1927 FRI 23 MAR 1928
Signed amb 2.27 Engineer Surveyor to Lloyd's Register of Shipping.

| CHARACTER. | | Machinery and Boiler Surveys (including date of N.R., if any). |
|---------------------|--|--|
| For Special Survey. | Date of last Survey and of Periodical Surveys. | |
| 100A1 | 2,26 | LMC 2,26 |
| SSOsa.No.1-22 | | T.S. 2,26 |

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

Surveyor

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



Sh 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. *Alu@ 2-27*

S 2-27

*SA
12/3/27*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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