

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

(Received at London Office)

Date of writing Report 22/2/1927 When handed in at Local Office 1927 Port of Kobe, 4 April 1927

No. in Reg. Book 81467 Survey held at Kobe. Date, First Survey 25/1/27 Last Survey 18/2/1927. (No. of Visits four.)

on the Machinery of the ~~Wood, Iron or Steel~~ STEEL SCREW STEAMER "SHOWA MARU" EX "ROMAGNE"

Tonnage { Gross 2211 Vessel built at Cleveland, O. By whom American S.B.Co. When 1920 8 mo.
 Net 1300 Engines made at Cleveland, O. By whom American S.B.Co. When 1920

Nominal Horse Power 267 NHP Boilers, when made (Main) 1920. (Donkey) -- When 1920

No. of Main Boilers 2 SB Owners ONO KISEN KABUSHIKI KAISHA. Owners' Address (if not already recorded in Appendix to Register Book).
 No. of Donkey Boilers -- Managers Port TAKASAGO Voyage

Steam Pressure in Main Boilers 185 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Harima Dockyard.

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

Last Report No. Port
 Particulars of Examination and Repairs (if any) LMC, TS & S.R.L.

(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

CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 <u>9,25</u> <u>10.76</u>		*LMC <u>12,24</u> TS(CL) <u>1,24</u> <u>10.76</u>
Fitted for oil fuel		
9,20 F.P. above 150°		F. BS 11.76
SSSPo.No.1-24.		

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? 190 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? 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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted new? -- 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 between lignum vitae of hearing of stern bush and top of after bearing of screw shaft? Good fit, Rewooded.

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, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail shaft with continuous liner examined and found in good condition.

Engines opened up for survey:

Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces and rods, condenser, pumps and piping examined and now placed in good safe working condition.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and all found in good safe working condition. Safety valves adjusted under steam as stated above.

R.L.:- See above.

PAIRS DUE TO WEAR AND TEAR:-

Air pump bucket renewed.

Centrifugal pump impeller renewed. P.T.O.

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.)

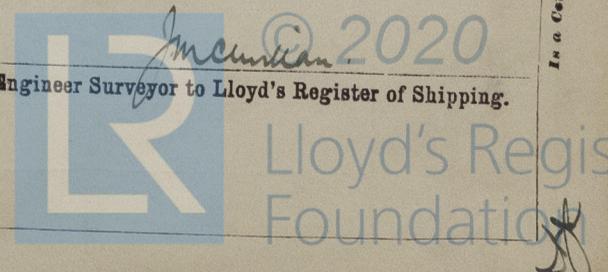
The machinery and boilers of this vessel are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of *LMC 2-27 and tail shaft s(CL) seen

Fee (per Section 25) Yen 225;00 Fees applied for 22/2/1927.

Damage or Repair Fee (if any) ---

Printing Expenses (if chargeable) --- Received by me, 19

Surveyor's Report).
 Committee's Minute
 Signed L.M.C. 2:24
 FRI. 8 APR 1927



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

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

Engines & Boilers examined
oil fuel installation taken
out of the vessel.

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

tdmc 2.27

S 2.27
Delete oil fuel notation

257
5/4/27

Independent feed pump steam and water end rings renewed.
20 additional stay tubes and C.C. stay tubes fitted as recommended by Japanese
Government Surveyor to comply with Government Rules, for W.P. of 185 lbs.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation