

Rpt. 9. No. 3826.

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

Date of writing Report 10th Decr 1926 When handed in at Local Office 10 Port of YOKOHAMA

No. in Reg. Book 69115 Survey held at YOKOHAMA Date, First Survey 2-11-26 Last Survey 17th Novr 1926 (No. of Visits three)

on the Machinery of the Wood, Iron or Steel

Tonnage Gross 5865 Net 4263 Vessel built at Kobe By whom Kawasaki Dkyd Co., Ltd When 1919

Nominal Horse Power 437 Engines made at Kobe By whom Kawasaki Dkyd Co., Ltd When 1919

No. of Main Boilers 2 Boilers, when made (Main) 1919 (Aux. (Donkey)) 1919

Aux. No. of Donkey Boilers 1 Owners Kokusai Kisen Kaisha Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 200 Managers Port Kobe Voyage

Donkey Boilers 200 If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Asano D.D.

Previous Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 XX

Is a damage report made by anyone else? If so, by whom? XX

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " XX

Was not done, state for what reasons? XX

What parts of the Boilers could not be thus thoroughly examined? XX

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? XX

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Aux. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Aux. Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? XX, and of the Donkey Boiler? XX

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Aux. Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? XX Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? XX

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

Has shaft now fitted new? XX Has it a continuous liner? XX Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? XX

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 20/1000

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

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

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

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

Repairs.

Tail shaft tried in lathe for fairness, see copy of damage report dated Yokohama 22nd November 1926. Stern bush remetalled.

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, 149 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 11, 26 and tail shaft seen 11, 26.

Survey Fee (per Section 28) Yen 250.00

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

Calling Expenses (if chargeable) Yen 10.00

Fees applied for 22-11-1926

Received by me, 8-12-1926

TUE. 15 APR 1930

FRI. 9 SEP 1927

TUE. 18 JUN 1929

FRI. 23 MAR 1928

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 11 JAN 1927

Assigned

+ Lmb. 11.26

FRI. 9 OCT 1928

TUES. 19 JUN 1928

TUE. 29 OCT 1929

Lloyd's Register Foundation

009161-009169-0184

L.L. 202-due 11-27 B.P. due 2.27 L.L.

hull & shaft examined in lather on

acc of damage

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.

It is submitted that
this vessel is eligible for
THE RECORD. +L.M.C 11.26

S. 11.26

L.L.
5/1/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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