

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
 on the Machinery of the Wood, Iron or Steel See " ENGLAND MARU " (No. of Visits three)

Tonnage Gross 5865 Net 4263 Vessel built at Kobe By whom Kawasaki Dkyd Co, Id When 1919
 Engines made at Kobe By whom Kawasaki Dkyd Co, Id When 1919
 Nominal Horse Power 437 Boilers, when made (Main) 1919 (Aux. (Donkey) 1919)
 No. of Main Boilers 2 Owners Kokusai Kisen Kaisha Owners' Address Kobe Voyage Kobe
 No. of Donkey Boilers 1 Managers Asano D.D.
 Steam Pressure in Main Boilers 200 If Surveyed Afloat XX in Dry Dock Yes (State name of Dock.) Asano D.D.
 Donkey Boilers 200

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assumed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 Awng dk		P.S. 2,26
with freeboard 7,26		+LMC 9,24
ssKob.No.1-23		TS(OG) 4,25
FITTED FOR OIL FUEL 7.23		
P.P. ABOVE 100° F.		

Previous Report No. _____ Port _____
 Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim 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 names 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

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 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 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 Donkey Boiler? Yes

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

Has the 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 vite or bearing metal of stern bush and top of after bearing of screw shaft? 20/1000

If the 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:— 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 11,26 and tail shaft seen 11,26.

(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.)

Survey Fee (per Section 28) Yen 250.00 Fees applied for 22-11-19 26

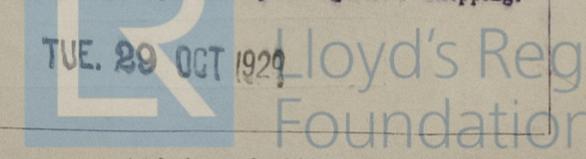
Additional Damage or Repair Fee (if any) (per Section 28.) £

Calling Expenses (if chargeable) Yen 10.00 Received by me, 8-12-1926

Committee's Minute TUES. 11 JAN 1927

Assigned + Lmc. 11.26

TUE. 15 APR 1930
 FRI. 9 SEP 1927
 TUE. 18 JUN 1929
 FRI. 23 MAR 1928
 TUE. 29 OCT 1929
 Engineer Surveyor to Lloyd's Register of Shipping.



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 009161-009169-0184



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

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

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

keel & shaft examined in lathes on

acc of damage

N.B.—If this Report is copied by copying Press, special 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

J.P.
5/1/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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