

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

(Received at London Office)

JUL 1927

Date of writing Report 1/6/ 19 27 When handed in at Local Office 10 Port of Kobe

No. in Reg. Book 78722 Survey held at Kobe Date, First Survey and Last Survey 26/5/1927
(No. of Visits One)

30585 on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "NOSHIRO MARU"

Tonnage { Gross 2366 Vessel built at Toronto By whom Dominion S.B.Co.Ltd. When 1919 6 mo.
Net 1388 Engines made at Toronto By whom John Ingis Co.Ltd. When 1919

Nominal Horse Power 328 NHP Boilers, when made (Main) 1919 (Donkey) --

No. of Main Boilers 2 SB Owners Kawasaki Kisen Kabushiki Kaisha Owners' Address (If not already recorded in Appendix to Register Book).
Managers Port Kobe Voyage --

No. of Donkey Boilers -- Steam Pressure in Main Boilers 180Lbs If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers -- (State name of Dock) --

Last Report No. 5390 Port Kobe

Particulars of Examination and Repairs (if any) PART LMC

(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

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? -- To what pressure were they afterwards adjusted under steam? --

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? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- 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? --

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? --

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

WORK DONE:- The cylinders, pistons, slide valves, crank, thrust and tunnel shafts, pumps and condenser, examined. The boilers internally and externally together with their manholes, doors, mountings and safety valves.

Subsequent to the foregoing survey a letter was received from the Owners stating that they had decided to withdraw the vessel from the classification of this Society as she was to be used in Coasting Service only.

General Observations, Opinion, and Recommendation:— The above is forwarded for the information (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.) of the Committee. The vessel's class to be withdrawn from the Register Book at the Owners' request.

Survey Fee (per Section 28) Yen 185:00 Fees applied for 1/6/ 19 27

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

Travelling Expenses (if chargeable) Yen 10:00 Received by me, 19

Committee's Minute FRI. 8 JUL 1927

Assigned withdraw class & insert (. . .)
Make entry in no. 147/27
Kobe

L. B. Smith
Engineer Surveyor to Lloyd's Register of Shipping.
General Committee
Thursday, 14th July 1927

My Classification Committee's decision confirmed

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.E., if any).
*100A1 8,26		*LMC 8,26 TS N8,26
ssKob.No. 3-5,24.		

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

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

604371-004330-0043