

Nos.1 & 3 top end pins and brasses.

Nos.2 & 4 crank pins and brasses.

Nos.3,4 & 6 main bearings.

Intermediate shaftings.

Main air compressor - complete.

Air bottle and dependent bilge pump and lubricating oil pump.

No.1 Aux. Engine:-

Nos.1 & 3 cylinders, - complete.

Nos.1,3 & 5 main bearings and brasses.

Air Compressor - complete.

Air bottle - internally.

No.2 Aux. Engine:-

Nos.1 & 3 cylinders, - complete.

Nos.2 & 4 main bearings and brasses.

No.1 Air compressor - complete.

Air bottle - internally.

No.3 Aux. Engine:-

All cylinders - complete (New).

Nos.2 & 4 main bearings and brasses.

No.1 air compressor - complete.

Air bottle - internally.

All pumps, piping and pumping arrangements.

2 oil settling tanks for main engine and Donkey Boiler and one daily service tank for auxiliary engines - internally.

Electric fittings:- Examined throughout as per rules, and megger tests satisfactorily carried out.

The main and auxiliary engines tried under working conditions and found in good condition.

TO COMPLETE THE SURVEY:- All Rules' requirements to be done, except the above mentioned parts.

London Letter:- Air bottles for all auxiliary diesel engines opened up and examined internally.

S.R.L.:- Propeller specially examined and found in good condition, damage repairs to blades effected as under.

REPAIRS DUE TO DAMAGE stated caused by propeller striking wharf on the 15th September, 1934, when shifting berth in Iro Iron harbour. For further particulars see Kobe Damage Report/dated 25th February, 1935.

Starboard Propeller:- 2 bronze blades faired in place.

ALTERATION:- The old donkey Boiler was removed and a new Donkey Boiler made in 1918 at Innoshima Yard, Osaka Iron Works, intended for the S.S. "KAISHO MARU", has now been refitted to this vessel in accordance with the rules, and examined over all part together with all mountings and found in good condition.

MARKS:-

: OSAKA IRON WORKS	:	and	: No.4213
: YARD No.900	:		: LLOYD'S TEST
: LLOYD'S TEST 240 LBS	:		: 230 LBS
: W.P. 120 LBS	:		: W.P. 120 LBS
: A.L.J. 13-4-18	:		: Y.J. 15-8-34 LR

Plan for this boiler was approved on 10th January, 1935 and attached hereto.

(continued).

Kobe.

Continuation of Report No.8976 dated

27/2/35.

on the "YAHIKO MARU"

All new steam and water pipes tested as per rules.

Accumulation test satisfactorily carried out and safety valves adjusted under m as stated above.

It is stated that the former vertical donkey boiler was too small in capacity fulfil the American Rules requirements for the fire extinguishing system in Holds tween decks for shipping of cotton cargo.

In addition to the existing feed pump, a new feed pump, horizontal washington, diam. steam 5½", water 3½" and stroke 5", has been fitted.

The new feed pump and fittings tested by a hydraulic pressure to twice the ing pressure and found satisfactory.

IRS DUE TO WEAR AND TEAR:-

Port Main Engine:-

No.2 cylinder jacket found cracked and renewed.

Nos.1,2 & 3 cylinder liners renewed. MARKS:-

LLOYD'S TEST NO.4373 R
W.P. 70 kg/cm² 5-2-35 KK

No.1 piston crown renewed.

Starboard Main Engine:-

No.3 cylinder jacket found cracked and renewed.

No.2 cylinder liner renewed.

Nos.1 & 4 piston crowns renewed. MARKS:-

LLOYD'S TEST NO.4374
W.P. 70 kg/cm²
K.K. 6-2-35 R

2 old piston crowns found ribs cracked, same cut out and repaired by electric ing and placed on board as spare.

No.3 Auxiliary Diesel:-

All cylinder liners and piston crowns renewed.

The above new materials hydraulically tested as per rules and found in good ition.

Other minor repairs effected.



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