

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

(Received at London Office)

Date of writing Report 16th Dec. 19 27 When handed in at Local Office 16th Dec. 19 27 Port of NAGASAKI.

No. in Reg. Book 37696 Survey held at NAGASAKI. Date, First Survey 8th Dec. Last Survey 10th Dec. 1927 (No. of Visits 2.) on the Machinery of the ~~Wood~~ Iron or Steel Sec. 2. "UNYO MARU". ex "Australford"

Tonnage { Gross 4531 Net 3420 Vessel built at Greenock. By whom Grngem'th & Greenock Dk.Co When 1907 3mo. Engines made at Greenock. By whom J.G. Kincaid & Co. Ld. When 1907. Nominal Horse Power 353 Boilers, when made (Main) 1907. (Donkey) / No. of Main Boilers 3 Owners Dokai Kisen K.K. Owners' Address / (if not already recorded in Appendix to Register Book). Port Kinoye. Voyage / No. of Donkey Boilers 1 Managers / Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 5744 Port Kob Particulars of Examination and Repairs (if any) Machy. repairs.

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.E., if any).
*IOOAI Spar dk 6.27.		L.M.C. 6-27
ssMel, No. 3-3, 20.		
ssKob. No. 1-24.		
Tail shaft (CL) seen 9.26.		

(Periodical Surveys, when held, must be reported in detail and serialim 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? /

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? / , 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? / , and of the Donkey Boiler? /

Has screw shaft now been drawn and examined? / 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 vite 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? /

Now Done:- Crank shaft and main bearings examined.

The following repairs carried out:-

H.P.Crank shaft journals skimmed up, bottom halves of all main bearings remetalled and shafting re-aligned.

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. 2, 11, B.M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen is in my opinion eligible to remain as classed without fresh record.

Survey Fee (per Section 25) £ : : Fees applied for 15.12.19 27
Special Damage or Repair Fee (if any) (per Section 25.) £ 50:00
Travelling Expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUES. 24 JAN 1928 Assigned As now

George Anderson
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Is a Certificate required? If so, is it sent to

10m. 4. 26. - Transfer Ink.

Machinery repairs

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

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

*SP
19/1/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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