

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

(Received at London Office WED. AUG. 11 1923)

Date of writing Report June 24th 1923 When handed in at Local Office 10 Port of KOBE

No. in Survey held at Habu Date, First Survey June 5th Last Survey June 15th 1923

77612 on the Machinery of the Food, Iron Steel S/S "YEBOSHI MARU" (No. of Visits three)

Tonnage { Gross 3958 Net 2833 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1901 - 8

Registered (Horse Power) 297 NHP Engines made at " " By whom Gen. Mar. Eng. Wks. When 1901

No. of Main Boilers 2 Boilers, when made (Main) 1901 (Donkey) 1901

No. of Donkey Boilers 1 Owners Naigai Kisen Kaisha Port Amino Voyage

Steam Pressure in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock (State name of Dock.)

Donkey Boilers 80 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.  Port  Particulars of Examination and Repairs (if any) LMC & TS

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

Where 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 " " " " yes

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

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? yes To what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 80 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? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

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

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

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

DONE:- Vessel placed in dry dock. Propeller, end of stern tube, sea valves and their fastenings, examined and placed in good order. Tail shaft drawn in, and found in good condition.

All main engine, cylinders, pistons, valves, rods, faces, pumps, connections, condenser, inboard piping and pumping arrangements examined and placed in good order.

The Two main and two Donkey boilers with their doors, mountings and safety valves examined internally and externally and found or now placed in good condition.

The safety valves adjusted under steam as stated above.

Worries Now Done:- 75 small stays in main boilers - - renewed.

Small crack in flange of back plate on starb. boiler port wing combustion chamber, and one in boiler centre combustion chamber welded up.

General Observations, Opinion, and Recommendation :-

It is 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, 149 lb., F.D., &c.)

The machinery and boilers of this vessel are now in good condition and eligible

in my opinion to remain as classed with fresh record of LMC 6-23 and tail shaft seen 6-23.

(per Section 25) Yen 165.00 Fees applied for Jun. 16 19 23

Damage or Repair Fee (if any)  Received by me,

Expenses (if chargeable) see Hull Report. 19

Committee's Minute FRI. 17 AUG. 1923

Signed + L.M.C. 6.23 FRI 5 SEP 1924

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009743-009756-0076

CERTIFICATE WRITING

2<sup>nd</sup> Lt. No 2, due 7.23, held.

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

7.2.23

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.

56.23.

*BA*  
2.8.23.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021  
Lloyd's Register  
Foundation