

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

(Received at London Office NOV 1926)

Date of writing Report 23/ 9/ 19 26. When handed in at Local Office 19 Port of Kobe.

No. in Reg. Book. Survey held at Osaka. Date, First Survey and Last Survey 11/ 9/ 19 26. (No. of Visits One.)

82666 on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "SEIRYU MARU".

Tonnage { Gross 1896 Net 1167 Vessel built at Innoshima. By whom Osaka Iron Works Ltd. When 1926 3 mo.

Nominal Horse Power { 211 NHP Engines made at Innoshima. By whom Osaka Iron Works Ltd. When 1926

No. of Main Boilers 2 SB Boilers, when made (Main) 1926 (Donkey) --

No. of Donkey Boilers -- Owners Kita Nippon Kisen K.K. Owners' Address (If not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 200 lb. Managers Port Nishinomiya. Voyage

If Surveyed Afloat or in Dry Dock in dry dock (State name of Dock.) Murao dock.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING.

(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? No.

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and shell fastenings of sea connections examined and found in good condition.

SURVEY CONFINED TO ABOVE

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. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen, is in good safe working condition and eligible in my opinion to be continued as classed without fresh record of LMC.

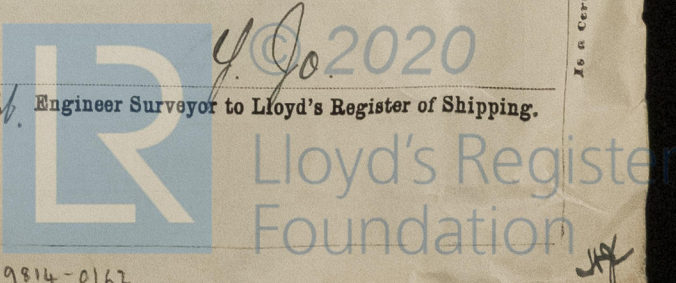
Survey Fee (per Section 28) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : : Report.

Committee's Minute FRI. 5 NOV 1926

Assigned As none



Docking.

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.

[Signature]
21/1/26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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