

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

9 FEB 1951

Survey Report 22nd Jan. 1951 When handed in at Local Office

19

Port of

KOBE

Survey held at Shimonoseki

Date. First Survey 21st Aug. Last Survey Sept. 1950

(No. of Visits)

on the Machinery of the ~~Wood, Iron or Steel~~ Single Screw Steamer "BUNYO MARIU"

Kawaminami Industry Co. Ltd.

Vessel built at Nagasaki

By whom Kayagishima Shipyard

Year. Month.

Engines made at Hitachi, Ibaragi Pref.

By whom Hitachi Seisaku-sho

When 1949 8

Boilers, when made (Main) Aug. 1949

(Donkey)

When 1949 8

Boilers 3 Owners Toyo Kaiun K.K.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Boilers 16 Kg/cm² Managers

Port Tokyo

Voyage

If Surveyed Afloat or in Dry Dock Both
(State name of Dock) Shimonoseki DockParticulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

No. Port

of Examination and Repairs (if any) Classification

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Report made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey

What reasons?

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

When, in the absence of internal examination, were adopted by the Surveyor, and are himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler 24-8-50

Examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 16 Kg/cm²

Examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers? None

and of the Donkey Boilers?

Examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers?

Have now been drawn and examined? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No

Has changed? No If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

Oil retaining appliance fitted at the after end? No

State date of examination of Screw Shaft 23-8-50

State the wear down in the

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward.

Complete, state what arrangements have been made for its completion and what remains to be done

Complete.

Requirements for classification of "Ships Not Built Under Survey" have now been carried out

Vessel placed in drydock, propeller, sea connections and their fastenings, examined and found in good condition. Screw shaft with continuous liner drawn in, examined and found in good condition.

turbine casings, rotors motor discs, blading and rotor shaftings, 1st and 2nd reduction gear and intermediate shafting, condenser (tested), piping and pumping arrangement examined and found in good condition.

Equipment examined and tested to Rule requirements and amended as per approved plans and drawings.

(3) Main boilers examined internally and externally together with their mountings, doors and covers, also superheaters examined and found in good condition.

Boilers were subjected to the Hydraulic test to working pressure and found sound and tight.

Opinion, and Recommendation:—

The Machinery of this vessel as far as now seen is in good condition, 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 in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lbs., FD, &c.)

and eligible in my opinion to be worthy of the classification contemplated with M.C. 9.50 and screw shaft (C.L.) seen 8.50 subject to spare propeller blade being & W.G. Terminal valves changed to cocks.

See 1st Entry Rpt.

Fees applied for

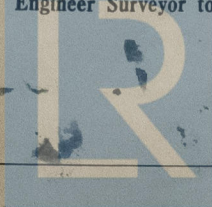
Received by me,

19

TUES. 25 SEP 1951

See minute of F.E. Rpt.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

The safety valves adjusted under steam and accumulation test carried out to the above
It was recommended that the Water Gauge terminal valves be changed for cocks at the next survey.

Selected steam and feed water pipes also superheater coils and headers removed and tested at hydraulic pressure to 2 times W.P. and found sound and tight.

Discharge port of ash shoot under water line has now been fitted with delivery valve.

Repairs due to wear and tear:-

H.P. Turbine, all labyrinth rings renewed.

Boiler, all bottom main hole flanges built up by E.W. to suit.

Several superheater coil caps rewelded.

Other minor repairs effected.

Interim Certificate issued copy attached.



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