

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

-1 FEB 1926

(Received at London Office)

Date of writing Report 16-12-25 When handed in at Local Office 10 Port of KOBE.

Survey held at Innoshima Date, First Survey 1/12/25 Last Survey 11/12/25 (No. of Visits Three)

on the Machinery of the Wood, Iron or Steel S/S "MALAY MARU"

Gross 4557 Vessel built at Glasgow By whom D. & W. Henderson, Ltd When 1905 3mo.

Net 3250 Engines made at " By whom D. & W. Henderson, Ltd When 1905 3mo.

368 NHP Boilers, when made (Main) 1905 (Donkey) -

3 SB Main Boilers Owners Ishihara Kichiro, Hirochiro Port Wakayama, Kobe Voyage

Donkey Boilers - Managers

Main Boilers 175 lb If Surveyed Afloat or in Dry Dock Both

Donkey Boilers - (State name of Dock) Mitsunisho Dock (Bingo).

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has 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

Did the Surveyor go inside the Donkey Boiler? -

Where a thorough examination was not done, state for what reasons?

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? 178 lbs.

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? Yes , 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? Yes , and of the Donkey Boiler? -

Has the 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 the tail shaft now been changed? - If so, state reasons

Has the tail 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? 5/32".

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

DONE:-

Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail shaft with continuous liner examined and found in good condition.

Engines opened up for survey.

Crank, thrust & tunnel shafting, all cylinders, pistons, valves and their faces & rods, condenser, pumps and piping examined and found or now placed in good, safe, working condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves all found or now placed in good, safe, working condition. Safety valves adjusted under steam

as stated above.

P.T.O.

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 and boilers of this vessel are in good, safe, working condition and eligible

in my opinion to be continued as classed with fresh record of * LMC 12-25 and tail shaft (CL) seen

25.

Fee (per Section 28) & TS. £ 290:00 Fees applied for 17/12/1925

Damage or Repair Fee (if any) (per Section 28.) £ -

Other Expenses (if chargeable) see Hull Rpt. Received by me, H.D. Buchanan

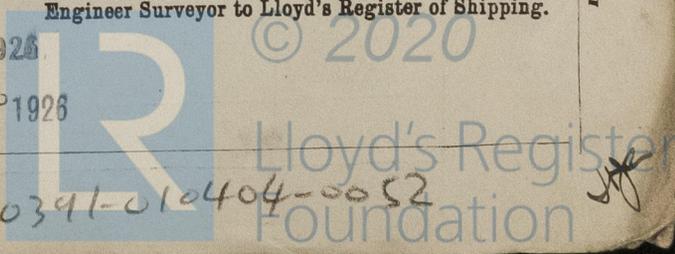
Committee's Minute FRI, 6 FEB 1926 TUES. 22 JUN 1926

Signed + dmb 12.25 TUES. 28 SEP 1926

CERTIFICATE WRITTEN

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

Is a Certificate required? If so, to be sent to



REPAIRS DUE TO WEAR & TEAR:-

New white metal fitted to HP & MP crosshead slippers.

Feed and bilge pump plungers of ME skimmed up and new gland and neck bushes fitted.

2 plain and 1 stay tube in main boiler renewed.

Four bottom manholes of main boilers built up with OS welding and doors refitted.

A few leaky seam rivets and stays in CC's caulked.

End plate of Port main boiler found locally wasted at radius in way of collision chock and test hole shewed plating to be about 7/16" thick; this part was reinforced by E. welding.

All 3 Main Boilers water tested to 225 lbs and steam and feed pipes water tested to 350 lbs and all found good and tight.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

OS due 11.25, now held + Engines examined

11.25

5/2.25

W.A. 30/26



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