

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

(Received at London Office

TUE. 16 AUG. 1921

Date of writing Report 27th June, 1921 When handed in at Local Office

Port of Yokohama

Survey held at Yokohama

Date, First Survey & Last Survey 24th June, 1921

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. " RAKUYO MARU "

Master

Gross 9419
Net 5678

Vessel built at Nagasaki

By whom Mitsubishi Zosen Kaisha Ltd When 1921

Engines made at Nagasaki

By whom Mitsubishi Zosen Kaisha Ltd When 1921

Boilers, when made (Main) 1921

(Donkey) XX

Owners Toyo Kisen Kaisha

Port Yokohama

Voyage S. America

If Surveyed Afloat or in Dry Dock Yes

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
F.E. attached		

Report No. Port

Particulars of Examination and Repairs (if any)

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " " " XX

If a survey was not done, state for what reasons? XX

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

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? XX

Did the Surveyor examine the Safety Valves of the Main Boiler? XX

To what pressure were they afterwards adjusted under steam? XX

Did the Surveyor examine the Safety Valves of Donkey Boiler? XX

To what pressure were they afterwards adjusted under steam? XX

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? XX

, and of the Donkey Boiler? XX

Did the Surveyor examine the drain plugs of the Main Boilers? XX

, and of the Donkey Boiler? XX

Did the Surveyor examine all the mountings of the Main Boilers? XX

, and of the Donkey Boiler? XX

Screw shaft now been drawn and examined? XX Is it fitted with continuous liner? XX or two liners? XX or is it without liners? XX

Shaft now been changed? X If so, state reasons XX

Shaft now fitted new? X Has it a continuous liner? XX or two liners? XX or is it without liners? XX

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

Is the Survey complete? Complete

As advised by the Nagasaki office for the completion of the Survey.

Now Done:-

Oil fuel pressure system pipes, heaters, and their fittings, tested to 400 lbs and found tight. Gauges fitted to settling tanks

General Observations, Opinion, and Recommendation:— That the machinery

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

have a record fitted for oil fuel F.P. above 150° F.

Fee (per Section 28) 160.0

Fees applied for

27-6-1921

Damage or Repair Fee (if any) £

Received by me,

6-7-1921

Landing Expenses (if chargeable) £

Committee's Minute

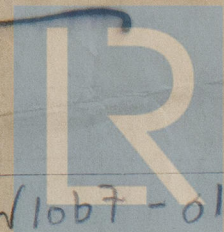
TUE 17 JAN. 1922

Signed S.E. Minute

on the report.

Jas. S. Cairns

Engineer Surveyor to Lloyd's Register of Shipping.



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W1067-0108

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.

It is submitted that
this vessel is eligible for
THE RECORD. FITTED FOR OIL
FUEL FLASH POINT ABOVE 150°F

6.21

[Handwritten signature]

18/8/21

320.0
320.0

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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