

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

(Received at London Office

14 AUG 1930)

Date of writing Report 28/7/1930 When handed in at Local Office 29-7-1930 Port of Kobe.

No. in Reg. Book. 28247 Survey held at Tama. Date, First Survey and Last Survey 15/7/1930 (No. of Visits One.)

on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "MBIKO MARU"

Tonnage { Gross 4383 Vessel built at Imooshima. By whom Osaka Iron Works, Ltd. When 1918 3 mo.  
 Net 2759 Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1918.

Nominal Horse Power { 390 NHP Boilers, when made (Main) 1918. (Donkey) --

No. of Main Boilers 2 SB Owners Meiji Kaibun Kabushiki Kaisha. Owners' Address --

No. of Donkey Boilers -- Managers -- Port Tarumi. Voyage --

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) --

in Donkey Boilers --

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC

*(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

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? No 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? 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 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 vite or bearing metal of stern bush and top of after bearing of screw shaft? --

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

HOW DONE:-All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves.

REPAIRS DUE TO WEAR AND TEAR:-

Bottom manholes of boilers built up with welding and doors refitted.

starboard boiler stop and safety valve seats renewed.

Completion of above repairs not seen.

General Observations, Opinion, and Recommendation:— See Hull report.

*(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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)*

Survey Fee (per Section 22) £ 7.00

Special Damage or Repair Fee (if any) (per Section 22.) £ 2.00

Travelling Expenses (if chargeable) £ 2.00

(See Hull report).

Committee's Minute TUE. 19 AUG 1930

Assigned --

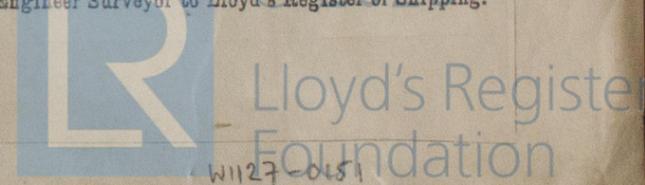
Fees applied for 19

Received by me, 19

*H. Aspinall*

*H. D. Buchanan*

Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

*See ship endorsement.*

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.

*27.  
15/8/30.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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