

No. 3196

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

(Received at London Office)

TUE JUL 26 1921

Writing Report June 21st 19 21 When handed in at Local Office 10 Port of KOBE.

Survey held at Kobe. Date, First Survey May 31 Last Survey June 6 19 21
(No. of Visits Four)

on the Machinery of the ~~Wood, Iron or Steel~~ Screw Steamer "WUGO MARU" Master

Gross 3682.86 Vessel built at Uraga By whom Uraga Dock Co. Ltd When 1920
Net 2223 Engines made at do By whom do When do

Boilers, when made (Main) 1920 (Donkey)

Donkey Boilers Owners Noguchi Kisen Kabushiki Kaisha Port Setoda Voyage

Pressure— If Surveyed Afloat or in Dry Dock in dry dock & afloat Particulars of Classification (which must be inserted
in Boilers (State name of Dock.) Mitsubishi Dock. precisely as in Register Book & Supplements).

Donkey Boilers

Report No. Port
Particulars of Examination and Repairs (if any) L.M.C.
Special Surveys, when held, must be reported in detail and seriatim 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 repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
" Donkey " " " "

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? -

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? -

Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? -

Screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? - If so, state reasons

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

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16".

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

All main boilers examined internally and externally with their doors mountings and safety valves. Safety valves adjusted under steam as stated above.

All main engine cylinder, pistons, valves, rods, faces, pumps, connections, all inboard shafting, and condenser examined and found in good condition.

Vessel placed in dry dock, propeller, end of stern tube, sea valves and their fastenings examined and found good.

Repairs due to wear and tear:- Several leaky seams, rivets and stays in combustion chambers caulked and made tight.

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

The machinery and boilers of this vessel are now in safe working condition eligible in my opinion to remain as classed with fresh record of *LMC 6, 21 in Register Book.

Survey Fee (per Section 28) £Yen 210.

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

Travelling Expenses (if chargeable) £

Fees applied for Jun. 11 19 21

Received by me, 19

Committee's Minute

signed Deffered

TUE. 23 AUG. 1921

TUE. 23 AUG. 1921

+ L.M.C. 6. 21

Engineer Surveyor to Lloyd's Register of Shipping.

W.F.D. 13 AUG. 1921

MACHINERY CERTIFICATE

dated 19/4/22

Lloyd's Register Foundation

TUE. 22 AUG. 1921

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

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

W1266-0205

Annual survey engines & boilers
examined

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. + L. M. C. 6.21

Action to be deferred until the
survey of the ship has been
completed

J.P.
4/8/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

pt. 4.
of writing Report
No. in Survey
Reg. Book.
on the
Master's
Engines made at
Boilers made at
Registered Horse
Power
Horse Power
Engines, &
No. of Cylinders
the screw shaft
the propeller
between the bearing
ners are fitted.
Dia. of Tunnel shaft
ollars. 13 1/2
No. of Feed pump
No. of Bilge pump
No. of Donkey En
in Engine Room
No. 4, 20
No. of Bilge Inject
Are all the bilge st
Are all connection
Are they fixed suff
Are they each fitted
What pipes are c
Are all Pipes, C
Are the Bilge Su
Is the Screw Sho
OILERS, &
Total Heating
Working Press
Can each boiler
each boiler 3/4
Smallest distance
Thickness 7 1/2
long. seams 7/8
Per centages of s
Size of compensat
Length of plain
Working pressure
Pitch of stays to
Material of stays
Material of stay
Area at smallest
Thickness 7 1/2
Diameter of tube
Pitch across
Thickness of girt
Working pressure
Diameter
Pitch of rivets
UPPER HEAD
Date of Test
Diameter of Safe