

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

MON. 16 SEP 1907

(Received at London Office)

Date of writing Report 8<sup>th</sup> Aug. 1907 When handed in at Local Office 8<sup>th</sup> Aug. 1907. Port of YOKOHAMA.

No. in Reg. Book 95 Survey held at YOKOHAMA. Date, First Survey 15<sup>th</sup> July Last Survey 5<sup>th</sup> Aug. 1907  
 on the Machinery of the Wood, Iron or Steel s.s. "Chikuzen Maru" Master J. Nomura  
 Gross 2578 Vessel built at Glasgow By whom S. H. Henderson & Co. When 1907. 4  
 Net 1599 Engines made at Glasgow By whom S. H. Henderson & Co. When 1907  
 Registered 886 Boilers, when made (Main) 1907 (Donkey) 1907  
 Horse Power No. of Main Boilers 2 Owners Nippon Yusen Kaisha Port Yokohama Voyage Coasting  
 No. of Donkey Boilers 1 Steam Pressure 185 lb. Surveyed Afloat or in Dry Dock Yokohama  
 in Main Boilers in Donkey Boilers 100 lb.  
 (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Boilers, Shaft

Periodical Surveys, when held, must be reported in detail and serially 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? ☒ also whether any damage report was made, and, 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 " " " ☒ Yes.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? ☒ Yes. To what pressure were they afterwards adjusted under steam? 185 lb.Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒ Yes. To what pressure were they afterwards adjusted under steam? 100 lb.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ Yes. , and of the Donkey Boiler? ☒ Yes.Did the Surveyor examine the drain plugs of the Main Boilers? ☒ Yes. , and of the Donkey Boiler? ☒ Yes.Did the Surveyor examine all the mountings of the Main Boilers? ☒ Yes. , and of the Donkey Boiler? ☒ Yes.Has the screw shaft been drawn and examined at this time? ☒ Yes. If spare screw shaft fitted, state whether new? ☒State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?  $\frac{3}{32}$ If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ☒

Propeller, stern bush, and fastenings of sea connections found in good condition.

Propeller shaft drawn and found in good condition.

Cylinders, pistons, slide valves, crank, thrust, and tunnel shafting, pumps, and condenser found in good condition.

Sea connections, and arrangements of cocks, pipes, bilge suction, roses &c in good order.

Main and donkey boilers examined internally and externally and found in good condition.

Safety valves examined and set to 185 & 100 lbs. per sq. in. respectively.

## General Observations, Opinion, and Recommendation:— The Engines and Boilers of this

(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. 9,00, B.E.M.S. 9,00, or L.M.C. 9,00, 140 lb., F.D., &c.)

vessel are now in good order and safe working condition, and are, in my opinion, eligible to remain as classed and to have record of survey

L.M.C. 8.07 and the notation of "Tail shaft seen 7.07"

For Registration Fee (per Sec. 27) £ - - - - - Fees applied for  
 by Fee (per Section 25) £ 50<sup>00</sup> 8<sup>th</sup> Aug. 1907 asw.  
 All Damage or Repair Fee (if any) £ - - - - -  
 Selling Expenses (if chargeable) £ - - - - -  
 Received by me, 14<sup>th</sup> Aug. 1907

If Certificate is required ☒ Yes.

Committee's Minute

FRI. 20 SEP 1907

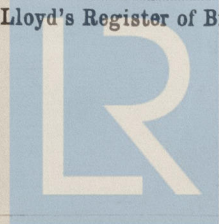
Signed

+ hmc 8.07

MACHINERY CERTIFICATE

WRITTEN.

A. S. Williamson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register  
 Foundation

W1411-0045



crew shaft & machinery beam.

It is submitted that  
this vessel is eligible for  
THE RECORD + L.M.C. 8.07

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.

S.L. 17.9.07

S 8.07

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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