

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

MON. 16 SEP 1907

(Received at London Office)

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

No. in Reg. Book 95 Survey held at YOKOHAMA. Date, First Survey 15th July Last Survey 5th Aug. 1907
on the Machinery of the Wood, Iron or Steel s.s. "Chikuzen Maru" Master J. Nomura

Gross Tonnage 2578 Net 1599 Vessel built at Glasgow By whom S. W. Henderson & Co. When 1907. 4
Registered Horse Power 386 Engines made at Glasgow By whom S. W. Henderson & Co. When 1907
No. of Main Boilers 2 Boilers, when made (Main) 1907 (Donkey) 1907
No. of Donkey Boilers 1 Owners Nippon Yusen Kaisha Port Tokio Voyage Coasting
Steam Pressure in Main Boilers 185 lb. Surveyed Afloat or in Dry Dock Yokohama
in Donkey Boilers 100 lb. (State name of Dock.)

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

CHARACTER 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).
<input checked="" type="checkbox"/> 100A1		<input checked="" type="checkbox"/> L M C
Spur deck		4.07
4.07		

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) Boilers, Shaft

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? 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? 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 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
Survey Fee (per Section 25) Yes 50/- 8th Aug. 1907 as sh.
All Damage or Repair Fee (if any) £ - - - - -
Selling Expenses (if chargeable) £ - - - - -
Received by me, A. S. Williamson
14th Aug. 1907
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

If Certificate is required Yes.
Committee's Minute FRI. 20 SEP 1907
Signed Hmc 8.07

MACHINERY CERTIFICATE WRITTEN.



W1411-0045

Certificates to be sent to Yokohama Office.

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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