

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

(Received at London Office

29 NOV 1934)

Date of writing Report 5/11/ 19 34. When handed in at Local Office 5/11/ 19 34 Port of Kobe.
 No. in Reg. Book. 88033 Survey held at Onomichi. Date, First Survey 16/10/34 Last Survey 20/10/ 19 34.
 on the Machinery of the Wood, Tanaka Steel S/S "YEIRYO MARU". (No. of Visits Two.)
 Tonnage { Gross 3439 Vessel built at W. Hartlepool By whom Irvine's S.B. & D.D.Co.Ltd When 1905 Lmo.
 Net 2104 Engines made at Hartlepool. By whom Richardsons, Westgarth When 1905.
 Nominal Horse Power 312 NHP Boilers, when made (Main) 1905 (Donkey) 1905 Co. Ltd.
 No. of Main Boilers 2 SB Owners Tanaka Kisen Goshi Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Dairen. Voyage
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Mukaijima Dock.
 in Donkey Boilers 90 lbs.

Last Report No. Port

Particulars of Examination and Repairs (if any) BS & TS

(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?

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
 (16/10/34)

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? Yes To what pressure were they afterwards adjusted under steam? 182 lbs.

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 Boilers? --

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 (16-10-34) , and of the Donkey Boiler? --

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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 vitae of stern bush and top of after bearing of screw shaft Close.

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

NOW DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with two separate liners examined and found in good condition.

The machinery generally examined and found in good condition.

The two Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

14 screw stays (wasted or broken) at combustion back in 2 boilers renewed.

Stern bush lower half rewooded.

One propeller blade tip (C.I.) broken - a new piece fitted by O.A. gas welding.

General Observations, Opinion, and Recommendation:- The boilers of this vessel are in good

(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, B.&M.S. 9.11, or S.L.M.C. 9.11, 140 lb., F.D., &c.)

Condition and eligible, in my opinion, to be continued as classed with fresh record of BS 10.34 and all shaft seen 10.34.

Fee (per Section 25) Yen 105:00

Damage or Repair Fee (if any) --

(per Section 25.) (See Hull Report).

Travelling expenses (if chargeable) --

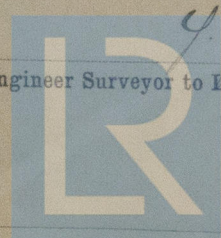
Committee's Minute FRI. 7 DEC 1934

Assigned B.S. 10.34

Fees applied for 5/11/ 19 34.

Received by me, 19

West Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W555-0078

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

Blue 9-34 held

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.

to shaft examined

It is submitted that
this vessel is eligible for
THE RECORD.

10/10/34
10/34

21/4/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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