

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

No. 9527

(Received at London Office 15 MAY 1936)

Date of writing Report 25/4/36. When handed in at Local Office 27/4/36 Port of Kobe.
 in Survey held at Harima. Date, First Survey 14/4/36 Last Survey 24/4/1936.
 Book. on the Machinery of the ~~Wanda Iron~~ Steel S/S "AIKOKU MARU". (No. of Visits Four.)

Gross 3212 Vessel built at Blyth. By whom Blyth S.B. & D.D. Co. Ltd. When 1920 2mo.
 Net 1942 Engines made at Hartlepool. By whom Richardsons, Westgarth When 1920.
 368 NHP Boilers, when made (Main) 1920. (Donkey) -- & Co. Ltd.
 of Main Boilers 3 SB Owners OIye Shoji Kabushiki Kaisha. Owners' Address
 of Donkey Boilers -- Managers (if not already recorded in Appendix to Register Book.)
 Main Pressure 180 lbs. Port Oh. Voyage
 Main Boilers -- If Surveyed Afloat or in Dry Dock Both
 Donkey Boilers -- (State name of Dock.) Harima Dock.

st 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 nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on sides being detailed in the body of the report, should be separated from Repairs due to other causes; and the date and initials of any letters respecting this case.

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 --

Is 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

Was a special examination of the Main Boilers made, and if so, 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? --

What was the latest date of internal examination of each boiler? April, 1936.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 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

, and of the Donkey Boiler? --

Has the screw shaft now been drawn and examined? No

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 the 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? --

What was the date of examination of Screw Shaft? -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 5/32".

Engine parts, when referred to by numbers, should be counted from forward.

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

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

Main and Auxiliary Engines opened up for survey:-

All cylinders, pistons, valves, chests, and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The main steam pipes were tested by hydraulic pressure to twice the W.P. and found sound and tight.

Electric Fittings:- Dynamo opened up, examined and found in order. Electric leads and switchboard fittings examined, and megger test carried out with good results.

Installation tried under working condition and found satisfactory.

The 3 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. (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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 L.M.C. 9, 11, 140 lb., E.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

LMC 4, 36.

Survey Fee (per Section 20) Yen 225.00

Fees applied for

Special Damage or Repair Fee (if any) --

24/4/1936

Travelling expenses (if chargeable) (See Hull Report).

Received by me,

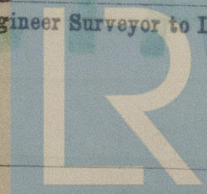
Committee's Minute TUE. 26 MAY 1936

Assigned + Lmb 4. 36

CERTIFICATE WRITTEN

W567-0146

Glamada
 asst. Engineer Surveyor to Lloyd's Register of Shipping.



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REPAIRS DUE TO WEAR AND TEAR:-

All main engine holding down bolts tightened up and 2^{renewed}.

3- small stays, 11- smoke tubes and 10 - stay tubes renewed.

Centre furnace front rivets of all main boilers **total** 85 renewed.

Centre furnace Garley neck of centre boiler partly renewed.

ALTERATION:-

2-off, 10 $\frac{1}{2}$ " (water cylinder dia.) x 8" x 28" (stroke) Weirs' feed pumps and one off Weirs feed water heater now fitted, castings and pipes examined and tested and found in good order, by-pass piping ^(in heater) was also ^{arranged} and found satisfactory.

The former Weirs feed pump will not be further used for boiler feeding.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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