

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

(Received at London Office 14 SEP 1929)

Date of writing Report AUG. 24th 1929 When handed in at Local Office 19 Port of SAN FRANCISCO

No. in Reg. Book. Survey held at SAN FRANCISCO Date, First Survey Aug. 19th Last Survey Aug. 21st 1929
32369 on the Machinery of the ~~XXXXXX~~ S.S. "RHINE MARU" (No. of Visits THREE)

Tonnage { Gross 6577 Net 4112 Vessel built at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1922 5
 Nominal Horse Power 746 NHP Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1922
 No. of Main Boilers 3 SB Boilers, when made (Main) 1922 (Donkey)
 Owners KAWASAKI DOCKYARD COMPANY LD. Owners' Address (If not already recorded in Appendix to Register Book).
 No. of Donkey Boilers Managers Port Kobe Voyage
 Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock afloat
 in Donkey Boilers

Last Report No. 6590 Port Kobe

Particulars of Examination and Repairs (if any) Machy. Rprs.

(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 summarized 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?

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?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

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?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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 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?

State the distance between ilgnum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

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

On examination found blower engine fan shaft broken on both sides of the fan. This shaft had been previously welded.

WEAR AND TEAR NOW DONE:- Fan shaft renewed. Fan Engine crank shaft tried in lathe for truth coupling bolt holes reamed and new bolts fitted. Engine tried out under working conditions and found satisfactory.

LIMITATION LIST:- Chief Engineer states that the Stern Tube Oil Gland was examined in Kobe, July 1929.

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

RECOMMENDED that the machinery of this Vessel be retained as now classed without fresh record of survey.

Survey Fee (per Section 25) \$ 35.00

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable) 1 Late Free

Fees applied for Aug. 22nd 29

Received by me, 1929

Committee's Minute

Assigned

FRI 8 AUG 1930

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W606-0156

Shaft renewed.

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.

Shaft at aft end under oil
stand being examined before
End of 7.30

(2)
17/9/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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