

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

(Received at London Office

29 MAR 1934

Date of writing Report 9th March 34 When handed in at Local Office 9th March 1934 Port of NAGASAKI
 No. in Reg. Book. 20861 Survey held at HIKOSHIMA Date, First Survey 22nd Feb. Last Survey 28th Feb. 1934
 on the Machinery of the ~~XXXXXXX~~ Twin Sc. Sr. "ANDES MARU" (No. of Visits 2)
 Tonnage { Gross 7772 Vessel built at Osaka By whom Osaka Iron Works, Ltd. When 1918 10mo
 Net 4847 Engines made at Osaka By whom Osaka Iron Works, Ltd. When 1918
 Nominal Horse Power 655 Boilers, when made (Main) 1918 (Donkey) Aux. 1918
 No. of Main Boilers 3 Owners Osaka Shosen K.K. Owners' Address /
 No. of Donkey Boilers 1 Managers / (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lbs Port Osaka Voyage /
 in Donkey Boilers " If Surveyed Afloat or in Dry Dock Both.
 (State name of Dock.) Hikoshima Mitsubishi Dk.

Last Report No. / Port /Particulars of Examination and Repairs (if any) Docking, LMC & Port 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

Do. " Aux. " Donkey " " " " " No

If this was not done, state for what reasons? See below. regarding aux. boiler.

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? /

Date latest date of internal examination of each boiler 22nd February 1934.

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

To what pressure were they afterwards adjusted under steam? 204 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 screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /

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? /

Date date of examination of Screw Shaft 22-2-1934 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P 1/8". S 1/8"

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, P & S propellers, Port stern bush and aft end of Star. stern bush sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Port Tail shaft with continuous liner, examined and found in good condition.

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

The 3 Main boilers were examined over all parts with doors, mountings and safety valves & found or now placed in good condition.

Safety valves adjusted under steam as stated above, on the 28th February 1934.

Note:- The auxiliary boiler was not examined, as the Chief Engineer stated, the boiler requires much repairs and will not be used in future. Safety valves of the boiler have been locked up by the Government Surveyor, valves and springs removed. P. T. O.

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

The machinery and main boilers of this vessel are in good condition and eligible in my opinion to be

continued as classed with fresh record of LMC and Port Tail shaft (CL) seen

1934. Subject to Auxiliary boiler not being used again.

Survey Fee (per Section 29) £ 275:00

Fees applied for 9. 3. 1934

Special Damage or Repair Fee (if any) £

Received by me, 19

Travelling expenses (if chargeable) See Hull report.

Assist. Engineer Surveyor to Lloyd's Register of Shipping.

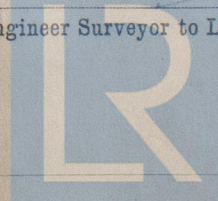
Committee's Minute

FRI. 13 APR 1934

Assigned

+ Linc 2.34

CERTIFICATE WRITTEN



Lloyd's Register of Shipping Foundation

W616-0148

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

M/s "Andes Maru"

Repairs due to wear & tear:-

Bottom half of H.P.crank pin brasses renewed.

M.P.piston valve rings renewed.

Main Boilers:- All main and auxiliary stop valves seats renewed.

All bottom man holes built up with E.welding and doors refitted.

8 C.C.screw stays renewed. . .

9.10

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*SS No 1 due 12.34 How held on
machinery Minor repairs effected*

*It is submitted that
this vessel is eligible for
the RECORD*

*Port 2.34
Star 2.34*

*Subject to Area built
not being used*

10.47 34

*Spills Area
ble press*



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