

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

(Received at London Office 22 FEB 1926)

of writing Report 22/1/26 When handed in at Local Office 22/1/26 Port of KOBE.

Survey held at Tama, Uno. Date, First Survey 8/1/26. Last Survey 16/1/26. 1926  
(No. of Visits Two)

on the Machinery of the ~~Wood, Iron or Steel~~ SS "FUTAMI MARU"

Gross 3055 Vessel built at Sunderland By whom W. Pickersgill & Sons, When 1902 9mo.

Net 1878 Engines made at " By whom G. Clark, Ltd., When 1902 9mo.

Final Power 277 NHP Boilers, when made (Main) 1902 (Donkey) 1902

Main Boilers 2 SB Owners Goshi Kaisha Matsumoto Kisenbu Owners' Address "

Donkey Boilers 1 Managers " Port Dairen. Voyage "

Pressure 180 lb If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Donkey Boilers 90 lb (State name of Dock.) Mitsui Bussan Dock.

Report No. " Port "

Particulars of Examination and Repairs (if any) LMC & TS.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Large cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined

Special damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do Donkey " " " " Yes

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? -

Did Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 182 lbs.

Did Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 92 lbs.

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? YES

Did Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boiler? -

Did Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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 shaft now fitted new? - 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 is the distance between lignum vitae or bearing-metal of stern bush and top of after bearing of screw shaft? good fit.

Is Survey 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, stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

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

Crank, thrust & tunnel shafting, all cylinders, pistons, valves and their faces & rods, condenser, pumps and piping examined and found or now placed in good, safe, working condition.

The 2 Main Boilers and the Donkey Boiler were examined over all parts with doors, mountings, safety valves and all found or now placed in good, safe, working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR & TEAR:-

Stern bush lower half rewooded.

LP cylinder top steam port - starbd. side web cracked and stop hole drilled at head of crack. cracked. 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 boilers of this vessel are in good, safe, working condition and eligible in my opinion to be continued as classed with fresh record of \* LMC 1-26 and tail shaft (CL) seen L-26.

Survey Fee (per Section 98) £ 225.00 Fees applied for 20/1/26

Special Damage or Repair Fee (if any) £ " Received by me, "

Travelling Expenses (if chargeable) see Hull Rpt.

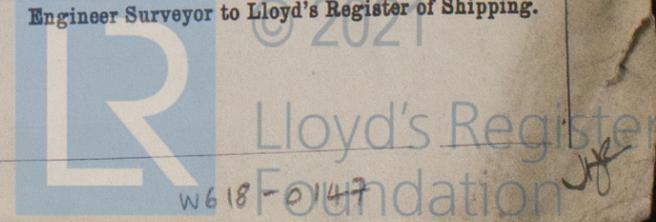
Committee's Minute FRI. 26 FEB 1926

Assigned + L.M.C. 1.26

CERTIFICATE WRITTEN

Aulatt  
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 12 APR 1927



Insert Character of Ship and Machinery precisely as in the Register Book.

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

B.C. due 12.25. held screwdown  
down machinery examined

It is submitted that  
this vessel is eligible for  
THE RECORD. 4 L.M.C. 126.

S. 126.

*[Signature]*  
23/2/26.

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.

Port Boiler - 1 screw stay in Centre CC back plate renewed.  
Stbd. " - Front end plate at port side of centre furnace cracked and now  
veed out from outside and Elec.welded.  
Seats of main stop valves of P & S main boilers renewed, also minor repairs.

*[Signature]*

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



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