

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

(Received at London Office)

21 SEP 1931

Date of writing Report 4/9/ 1931 When handed in at Local Office 5/9/ 1931 Port of Kobe.

No. in Reg. Book 38950 Survey held at Inmoshima. Date, First Survey 25/8/31 Last Survey 31/8/1931 (No. of Visits Three.)

on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "YONAN MARU".

Tonnage Gross 7154 Vessel built at Inmoshima. By whom Osaka Iron Works, Ltd. When 1919 10mo.
Net 5179

Nominal Horse Power 551 NHP Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1919

No. of Main Boilers 3 SB Boilers, when made (Main) 1919. (Donkey) --

No. of Donkey Boilers -- Owners Nippon Kyodo Kisen Kab. Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure 225 lbs. Managers Nippon Kisen Kabushiki Kaisha. Port Kobe. Voyage --

In Main Boilers -- If Surveyed Afloat or in Dry Dock Both
In Donkey Boilers -- (State name of Dock.) Habu dock.

Last 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 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, " 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? 230 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? 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 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 lignum vitae ~~or distance between~~ of stern bush and top of after bearing of screw shaft 3/16".

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, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, 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 and found or now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Centre Boiler. One broken screw stay - renewed.

Top side of 3. furnace cracked longitudinally about 3" in length - veed out and electric welded from both sides.

few minor repairs to machinery carried out.

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, E.&M.S. 9.11, or L.M.C. 9.11, 110 lb., E.D., &c.)

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

*LMC 8.31.

Survey Fee (per Section 28) Yes 240:00

Fees applied for 3/9/ 1931.

Special Damage or Repair Fee (if any) --

Received by me, 19

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

Committee's Minute

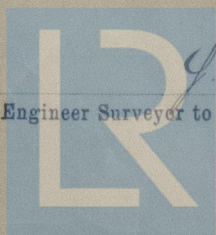
Assigned

TUE 29 SEP 1931

FRI 22 JAN 1932

CERTIFICATE WRITTEN

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



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W638-0042

To a Certificate required, If so, to be sent to

S.S. No 3 due 10.31. Survey
now held on machinery

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

+ Line P. 31

Run
24.9.31

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.



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