

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

(Received at London Office)

5.6.29

Report of Survey for Repairs, &c., of Engines and Boilers.
 Date of writing Report 13/5/1929 When handed in at Local Office May 13th 1929 Port of Kobe.
 Survey held at Innoshima. Date, First Survey 20/4/29 Last Survey 6/5/1929.
 (No. of Visits Four.)

8691 on the Machinery of the ~~Wood Iron Steel~~ SINGLE SCREW STEAMER "YOMEI MARU"
 Gross 7151 Vessel built at Innoshima. By whom Osaka Iron Works, Ltd. When 1919 4mo.
 Net 5196 Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1919.
 Nominal 551 MHP Boilers, when made (Main) 1919. (Donkey) --
 of Main Boilers 3 SB Owners Nippon Kyodo Kisen Kab. Kai sha. Owners' Address
 of Donkey Boilers -- Managers Nippon Kisen Kabushiki Kaisha. (if not already recorded in Appendix to Register Book).
 Pressure 225 LBS. Port Kobe. Voyage
 Main Boilers -- If Surveyed Afloat or in Dry Dock Both Habu Dock.
 Donkey Boilers -- (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) LMC

Medical Surveys, when held, must be reported in detail and serialim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? --

A damage report made by anyone else? If so, by whom? --

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

No. " Donkey " " " " " --

Was not done, state 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? Yes

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

To what pressure were they afterwards adjusted under steam? 228 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? --

To what pressure were they afterwards adjusted under steam? --

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? --

Has the Surveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boiler? --

Has 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 is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5/32"

Complete.

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

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

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

The Steam and Feed Pipes were tested by hydraulic pressure to twice W.P., and the copper feed Pipes were annealed before testing.

The 3 Main Boilers were examined over all parts with doors, mountings and 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 AND TEAR:-

1st M.P. and L.P. piston rods skimmed up.

One broken stay in P. Boiler renewed.

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.&H.S. 9, 11, or P.L.M.C. 9, 11, 120 lb., F.D., &c.) are in good safe working condition and eligible in my opinion to be continued as classed with fresh

record of *LMC 5.29 subject to H.P. cylinder being renewed before the end of July 1929.

Survey Fee (per Section 26) Yen 240:00

Fees applied for 9/5/29

Special Damage or Repair Fee (if any) -- (See Hull Report)

Received by me, 19

Travelling Expenses (if chargeable) --

Committee's Minute

TUE. 18 JUN 1929

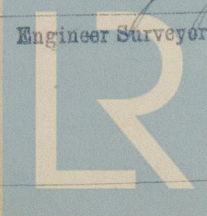
TUE. 22 OCT 1929

Assigned

5.29

CERTIFICATE

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

H.P. cylinder. Crack found in ribs at valve chest flange for main stop valve and extended around flange. Stop holes drilled at end of the crack and strong ^{brouse} patches fitted and water tested to 250 lbs. per square inch and afterwards steam tested and found in good condition.

This repair considered efficient for a mean time but recommended that the cylinder to be renewed before the end of July 1929.

Owners' superintendent states that this will be renewed after one voyage to U.S.A. about middle of July. 1929.

ALTERATION:-

Expansion joint has now been fitted in main steam pipe.

Y. Jo.

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.

Pl. due 6.29 - Linc. head

HP Cylinder repaired.

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

to H.P. Cyl. being renewed before end of July 1929.

11/6/29



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