

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

Date of writing Report 19<sup>th</sup> August 1933 When handed in at Local Office 19/8/1933 Port of YOKOHAMA  
 (Received at London Office 11 SEP 1933)  
 No. in Reg. Book 56974 Survey held at Uraga Date, First Survey 3<sup>rd</sup> August 1933 Last Survey 12<sup>th</sup> August 1933  
 on the Machinery of the Wood, Iron or Steel T.S.S. "ALTAI MARU" (No. of Visits 3)  
 Tonnage { Gross 7772 Vessel built at Osaka By whom Osaka Iron Works Ltd When 1918-8  
 Net 4847 Engines made at do. By whom do When 1918  
 Nominal Horse Power 655 Boilers, when made (Main) 1918 (Donkey)  
 No. of Main Boilers 1 Owners Osaka Shosen K. K. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.) Port Osaka Voyage (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Uraga dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers 1 (State name of Dock.)

ast Report No. Port

Particulars of Examination and Repairs (if any) L. M.C.

Periodical Surveys, when held, must be reported in detail and variation 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.

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.

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes 3/8/33

Do. " Aux " " " Yes 3/8/33

this 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?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200 lb/psi 12/8/33

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 200 lb/psi

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

Yes. , and of the Aux Boilers? Yes

the Surveyor examine the drain plugs of the Main Boilers?

Yes. , and of the Donkey Boiler? Yes

the Surveyor examine all the mountings of the Main Boilers?

Yes. , and of the Aux Donkey Boiler? Yes

screw shaft now been drawn and examined? No 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?

shaft now been changed? Yes If so, state reasons

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?

the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft

P 1/8" S 1/8"

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

vessel placed in dry dock. Propellers and Sea Lock with their fastenings examined. All Cylinders, Pistons, Slide Valves and Casings, Crank, Thrust and Tunnel lifting, Air, feed, circulating and Bilge pumps and pumping arrangements examined, now in good order. Condensers examined. Electric installation examined. per Rules and found in places in good order.

the four Boilers examined internally and externally together with their mountings, now in safe working condition. Safety Valves adjusted as above.

Minor repairs made.

General Observations, Opinion, and Recommendation:— The machinery is in safe working condition and it is recommended that the record of + L.M.C. 8.33 be made in the Register Book in the case of this vessel.

Fee (per Section 29) Y240

Damage or Repair Fee (if any) £

Expenses (if chargeable) Y2:59

Committee's Minute

igned

FRI 15 SEP 1933

Fees applied for

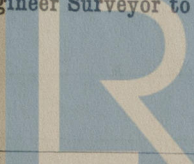
16/8/1933

Received by me,

19

G. H. Macdonald

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W658-0199



Ms. Dec 9.33. Now held

Survey held on engine

It is submitted that  
this vessel is eligible for  
THE RECORD

Thurs 8.33

Am

13.9.33

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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