

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

(Received at London Office) FRI. 23 MAY. 1924
 Date of writing Report 11.4.24 When handed in at Local Office Port of of Kobe

No. in Survey held at Kobe Date, First Survey 20.3.24 Last Survey 9.4.24 19
 31032 on the Machinery of the ~~Wood, Iron or Steel~~ STEEL "RAIFUKU MARU" (No. of Visits 6)

Gross 5857 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1918 11 mo
 Net 4259 Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1918
 Registered 440 NHP Boilers, when made (Main) 1918 (Donkey) 1918
 No. of Main Boilers 2SB Owners Kokusai Kisen Kabushiki Kaisha Port Kobe Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock BOTH
 Team Pressure in Main Boilers 200 lbs (State name of Dock.) KAWASAKI
 in Donkey Boilers 200 lbs

Last Report No. Port

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

When a damage case 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. " AUXILIARY " " " yes

Was this 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 205 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 205 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted. , and of the Donkey Boiler? ✓

Did the 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? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has shaft now been changed? no If so, state reasons

Has the 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 ~~12 1/2~~ or bearing metal of stern bush and top of after bearing of screw shaft? 80/1000

Is the Survey 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 with oil packing gland at aft

end of tail shaft (APPROVED TYPE) sea cocks & valves with their shell fastenings, examined & now placed

in good condition.

Tail shaft without liners, examined and found in good condition.

Engines, opened up for survey:

Rank, thrust & tunnel shafting, all cylinders, pistons, valves & their faces & rods, condenser,

pumps and piping examined & now placed in good safe working condition.

The 2 Main & Auxiliary boilers were examined over all parts with doors, mountings, & safety valves

all found or now placed in good safe working condition. Safety valves adjusted under steam as stated

above.

REPAIRS DUE TO WEAR AND TEAR:-

I.P. Valve rings renewed. 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., E.D., &c.)

The machinery & boilers of this vessel are in good safe working condition & eligible in my opinion

to be continued as classed with fresh record of LMC 4.24 and tail shaft (OG) seen 4.24.

Survey Fee (per Section 28) & T.S. Yen 225.00

Special Damage or Repair Fee (if any) 50.00

Travelling Expenses (if chargeable) see Hull report.

Received by me, 19

Committee's Minute FRI 30 MAY 1924

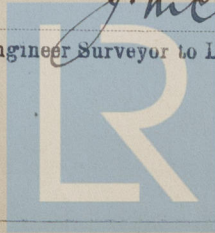
Signed + LMC 4.24

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

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

J. McQuinn
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 14 AUG 1924



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W659-0063

REPAIRS DUE TO WEAR & TEAR (Continued).

I. P. crosshead brass re-metalled & refitted.

I. P. * L.P. ahead guide shoes re-metalled & refitted.

L.P. bottom end brass remetalled and refitted.

Patches fitted to ribs of H.P. cylinder bottom where fractured.

Feed pump rams skimmed and re-bushed.

Impeller shaft renewed and bearings remetalled.

Condenser tubes drawn cleaned & tested.

Schmidts Super heater fitted.

Nº 283 + Nº 443.
(Copies of certificate attached)

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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.

*Engines & boilers examined
Superheaters fitted.*

4.11.1924

26/11/24

54.24



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