

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

(Received at London Office

21 MAR 1927

Date of writing Report 23/2/1927 When handed in at Local Office 19 27 Port of Kobe.

Survey held at Kobe. Date, First Survey 14/2/27 Last Survey 23/2/1927

191 on the Machinery of the ~~Wood, Iron or Steel~~ SMALL STEEL STEAMER "SWEDEN MARU" (No. of Visits Five.)

Gross 5870 Net 4266 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920 4 mo.

Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920

Boilers, when made (Main) 1920. (AUXY) 1920. Owners Kawasaki Kisen Kabushiki Kaisha

Managers AUXY. Owners' Address (Donkey) Port Kobe. Voyage

If Surveyed Afloat or in Dry Dock Both. (State name of Dock) Kawasaki Dockyard.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	4,26	*IMC 4,25
Awaiting dk with freeboard		BS 6,26
		TS(OG) 7,23.
see Kob. No. 1-25.		

Report No.  Port

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

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on 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.

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

Has a special damage report been made by anyone else? If so, by whom?

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

" AUXY. Donkey " " " Yes

Where not done, state for what reasons? --

Where parts of the Boilers could not be thus thoroughly examined? --

Where 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? --

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 194 lbs.

Has the Surveyor examined the Safety Valves of AUXY. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 194 lbs.

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the AUXY. Donkey Boiler? Yes

Has the Surveyor examined the drain plugs of the Main Boilers? --, and of the AUXY. Donkey Boiler? --

Has the Surveyor examined all the mountings of the Main Boilers? Yes, and of the AUXY. Donkey Boiler? Yes

Has the forward 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 the forward shaft now been changed? Yes If so, state reasons Found to be badly grooved and pitted at after end of forward bearing.

Has the after shaft now been fitted been previously used? Yes Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What is the distance between ignom vite ox bearing metal of stern bush and top of after bearing of screw shaft? Remetalled.

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

DONE:- Vessel placed in dry dock, propeller, stern bush, with oil packing gland at aft end of shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good safe working condition.

Tail shaft without liner examined and condemned.

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

The 2 Main and one Auxiliary 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.

### DEFICIENCIES DUE TO WEAR AND TEAR:-

Tail shaft found to be badly grooved and pitted at after end of forward bearing.

New shaft fitted marked:- See next page. 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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

The machinery and boilers of this vessel are in good safe working condition and eligible in my opinion to be condition as classed with fresh record of \*IMC 2-27 and tail shaft (OG) New

Fees (per Section 88) Yes 300:00

Damage or Repair Fee (if any) --

Expenses (if chargeable) --

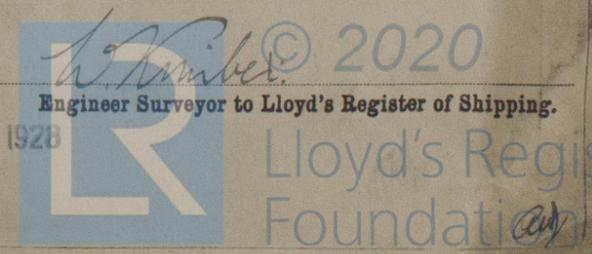
Received by me, 19

Fees applied for 23/2/1927

Received by me, 19

Committee's Minute TUES. 29 MAR 1927

WED. 11 APR 1927



CERTIFICATE WRITTEN.

W668-0079

New Shaft marked:-

P-4361  
LLOYD'S  
No.1094  
14-2-27  
A.W.L.R

Condemned shaft marked:-

P.A.324  
LLOYD'S  
28-1-20  
W.L.

Stern bush remetalled and oil gland refitted.

Condenser tubes removed and cleaned with condenser shell, condenser finally

tested and found tight.

Port boiler Port wing and centre furnaces jacked up.

Other minor repairs carried out.

*W.K.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N.B.-If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

*As due 6.27 held & try in*

*examined.  
Stern shaft renewed.*

*It is submitted that  
the vessel is eligible for  
P.A. 324  
HULL 2.27*

*SN 2.27*

*W.L.  
28/1/20*

