

## Report of Survey for Repairs, &amp;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 Port of Kobe.  
 Survey held at Kobe. Date, First Survey 14/2/27 Last Survey 23/2/1927  
 on the Machinery of the Wood, Iron or Steel SMALL SCREEN STEAMER "SWEDEN MARU" (No. of Visits Five.)  
 Gross 5870 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920 4 mo.  
 Net 4266 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920  
 Nominal Horse Power 437 NHP Boilers, when made (Main) 1920. (AUXY.) 1920.  
 of Main Boilers 2 SB Owners Kawasaki Kisen Kabushiki Kaisha Owners' Address (Donkey)  
 of Donkey Boilers 1 SB Managers (If not already recorded in Appendix to Register Book).  
 Main Pressure 200 lbs. Port Kobe. Voyage   
 Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted  
 Dry Boilers 200 lbs. (State name of Dock.) Kawasaki Dockyard. precisely as in Register Book & Supplements).

Report No.  Port Particulars of Examination and Repairs (if any) LMC & TS

When held, must be reported in detail and notation in the terms of the Rules. State clearly the nature and extent of damage, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on being detailed in the body of the report, should be separated from repairs due to other causes; and initial of any letters respecting this case.

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

If 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

" AUXY. " " " " Yes

If not done, state for what reasons? --

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

If 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? 194 lbs.

Did the Surveyor examine the Safety Valves of the AUXY. Boiler? Yes

To what pressure were they afterwards adjusted under steam? 194 lbs.

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

, and of the AUXY. Boiler? Yes

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

, and of the AUXY. Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the AUXY. Boiler? Yes

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

Has the shaft now 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

Is the distance between known bearing metal of stern bush and top of after bearing of screw shaft? Remetalled.

If 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 condition.

Tail shaft without liner examined and condemned.

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

Safety valves adjusted under steam as stated above.

DEFECTS 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 \*LMC 2-27 and tail shaft (OG) New

Fee (per Section 28) Yes 300:00

Damage or Repair Fee (if any) --

Expenses (if chargeable) --

(Nil Report).

Committee's Minute

Assigned

TUES. 29 MAR 1927

+ L.A.C. 2-27

Fees applied for  
23/2/1927  
 Received by me,  
19

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 Engineer Surveyor to Lloyd's Register of Shipping.

WED. 11 APR 1927

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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 6.2.27 held & try in

examined.

Seaworthiness renewed.

HALLE 2.27

SN 2.27

22/3/27



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