

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

(Received at London Office)

Date of writing Report 29/10/ 19 29 When handed in at Local Office Oct 31 1929 Port of KobeNo. in Reg. Book. 13427 Survey held at Kobe. Date, Fi13427 on the Machinery of the Wood, Iron or Steel TWIN SCTonnage { Gross 9617
Net 6016Vessel built at Nagasaki.Nominal Horse Power { 993 NHPEngines made at Nagasaki.No. of Main Boilers 5 SBBoilers, when made (Main) 1920.No. of Donkey Boilers --Owners Osaka Shosen Kabushiki KaiSteam Pressure 200 lbs.

Managers

in Main Boilers --If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Mitsubishi Dock.Last Report No. PortParticulars 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.

In 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 --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? YesDo. " Donkey " " " --If this was not done, state for what reasons? --And what parts of the Boilers could not be thus thoroughly examined? --Also 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? YesTo what pressure were they afterwards adjusted under steam? 204 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? --To what pressure were they afterwards adjusted under steam? --Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? --Did the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? --Has screw shaft now been drawn and examined? Yes (Both) Is it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NoHas shaft now been changed? No 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? --State the distance between lignum vitae of bearing metal of stern bush and top of after bearing of screw shaft? P. 3/32" : S. 1/8".If the Survey is 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, P & S propellers, stern bushes, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Port and starboard tail shafts with continuous liner examined and found in good condition.

P & S Engines opened up for survey:

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

The five 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:-

Minor running repairs carried out.

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, E.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

are in good safe working condition and eligible in our opinion to be continued as classed with fresh record of *LMC 10.29 and P & S TS (CL) 10.29.

Survey Fee (per Section 28) Yen 275.00Fees applied for 25/10/19 29Special Damage or Repair Fee (if any) --Received by me, 19Travelling Expenses (if chargeable) (See Hull Report).Committee's Minute FRI, 13 DEC 1929Assigned + Lmk 10.29

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

WB76-0220

Insert Character of ship and Machinery precisely as

Due 10. 29 Line. bel.

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.

is eligible for
the RECORD. + Linc. 10. 29.

BOTH
S. 10. 29

6/12/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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