

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

(Received at London Office

11 SEP 1933

Date of writing Report 19th August 1933

When handed in at Local Office

19/8/1933

Port of

YOKOHAMA

No. in
Reg. Book.

Survey held at

YOKOHAMA

Date, First Survey 12th July

Last Survey 12th August 1933

(No. of Visits 2)

69017

on the Machinery of the Wood, Iron or Steel T.S.M.Y. "ORTHIS MARU"

Tonnage

Gross 1151

Net 533

Vessel built at H. Maitlepool

By whom W. Gray & Co. Ltd

When 1918-3

Nominal
Horse Power

386

Engines made at Stockholm

By whom F. G. Bolinder & Co. Ltd

When 1918

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1918.

No. of Donkey Boilers

Owners Teikoku Senpaku K. K.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure

Managers Rising Sun Petroleum Co. Ltd

Port Yokohama Voyage

No. of Main Boilers

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

Last Report No. 5113

Port Yka

Particulars of Examination and Repairs (if any) Repairs

Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 repairs 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 or this purpose, and why they were declined.

as 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?

Do.

Donkey

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?

To what pressure were they afterwards adjusted under steam?

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?

and of the Donkey Boilers?

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?

and of the Donkey Boiler?

Has the screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? 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 or bearing metal of stern bush and top of after bearing of screw shaft.

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

Complete.

Vessel examined afloat.

Two new Main Engine Cylinders 16 3/4" diameter examined and tested to 500 lbs per sq inch on the fire side and 50 lbs per sq inch on the water side with satisfactory results and stamped

LLOYD'S
T.P. 500 lbs
T.P. 50 lbs
G.H.M. 12/7/33

One of the above cylinders placed on board the vessel as spare and the other one fitted in place of No. 1 Cylinder, Port Main Engine. Port Main engine

tried under working conditions with satisfactory results.

R.L. Item "No. 1 Cylinder, Port Main Engine to be renewed before the end of July 1933" (See Yokohama rpt. No. 5113 dated 12th June 1933) has now been dealt with as above and it is recommended that this item be removed from the S.R.L.

General Observations, Opinion, and Recommendation:— The machinery, so far as seen, is in safe working order and it is recommended that the record of L.M.C. be retained in the Register Book in the case of this Vessel. (Delete from S.R.L. "No. 1 Cylinder, Port Main Engine to be renewed before the end of July 1933")

Survey Fee (per Section 29)

480.00

Special Damage or Repair Fee (if any)

£

Travelling expenses (if chargeable)

41.00

Fees applied for

14/8/1933

Received by me,

19

G. H. Macdonald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 19 SEP 1933

Assigned

As now

Without spl. cond.



Lloyd's Register
Foundation

Pat. No. 1212 renewed

It is submitted that
this vessel is eligible to
remain as CLASSED.

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.

Without special
condition.

20A
1579/33

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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