

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

(Received at London Office)

TUE. 28 MAR. 1921

Date of writing Report 20th Jany. 1921. When handed in at Local Office 20th Jany. 1921. Port of Nagasaki

No. in Reg. Book. Survey held at Nagasaki Date, First Survey 15th Jany. 1920. Last Survey 19th Jany. 1921.

56205 on the Machinery of the Wood, Iron or Steel "DIAMOND II" "MATSUKAZE-MARU" Master Yamamura

Tonnage Gross 889. Vessel built at Selby. By whom Cochrane & Sons Ltd. When 1913. 2.

Registered Horse Power 83. Engines made at Hull. By whom C. D. Holmes & Co. Ltd. When 1913.

No. of Main Boilers 1. Boilers, when made (Main) 1913. (Donkey)

Key Boilers 1. Owners Yushutsu Shokuhin Kaisha, Ltd. Port Nagasaki. Voyage Formosa.

Boilers 200. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

100 AI. LMC. 5.19. 5.19.

Stm. Drawn. 5.19. 5.19.

St. Pto. No. 1-19.

Particulars of Examination and Repairs (if any) BOILER.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " "

If done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 205 lbs.

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

If so, state reasons

Screw shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If not complete state what arrangements have been made for its completion and what remains to be done?

Boiler examined internally and externally and found in good condition.

Safety Valves examined and adjusted under steam pressure to 205 lbs.

Note :- the Vessel's name has been changed to "MATSUKAZE-MARU" Owner,

Yushutsu Shokuhin Kaisha, Ltd., 13, Honcho Ichome, Nihonbashi-ku, Tokio, Japan.

B.S. due 5.20 now held

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 1.21

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.

SP
9/3/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation