

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

(Received at London Office)

When handed in at Local Office 20<sup>th</sup> September 1928 Port of YOKOHAMA

Survey held at Yokohama Date, First Survey 2<sup>nd</sup> August Last Survey 19<sup>th</sup> September 1928

on the Machinery of the Wood, Iron or Steel Luvin & Co "ZUIYO MARU" "ATHELTARN"  
(No. of Visits) 5

Gross Tonnage 7435 Vessel built at Glasgow By whom Barclay Curle & Co Ltd When 1917

Net Tonnage 4407 Engines made at Glasgow By whom Barclay Curle & Co Ltd When 1917

Boilers 900 Boilers, when made (Main) 1917 (Donkey)

Boilers 4 SB 4 Owners Nippon Sankan Co. Owners' Address Yokohama

Boilers 1 Aux SB 4 Managers Yokohama Dock Voyage Yokohama

Boilers 215 lb. Surveyed ~~at~~ in Dry Dock Yokohama Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) L. Mc & J. S.

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 machinery (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined.

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

Has anyone personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Has anyone done so for the Auxiliary Boilers? Yes

If not done, state for what reasons? \_\_\_\_\_

Have any parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for Special Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>	<u>4.28</u>	<u>+LMC 4.28</u>
<u>SB Lu No 2-25</u>		<u>T.S. CL</u>
		<u>S 10.26</u>
		<u>P 4.28</u>
		<u>Carrying Petroleum in Bulk.</u>
		<u>FITTED FOR OIL FUEL 5-30</u>
		<u>P.P. ABOVE 160° F.</u>

For examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lb.

For examine the Safety Valves of Aux Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lb.

For examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Aux Boiler? Yes

For examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

For examine all the mountings of the Main Boilers? Yes and of the Aux Boiler? Yes

Have the Main Boilers been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Have the Auxiliary Boilers been drawn and examined? No If so, state reasons: \_\_\_\_\_

Have the Main Boilers been drawn and examined previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Is the space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Port 1/8" Star 3/16"

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

Placed in dry dock propellers, stern bushes, screw shafts, sea connections and their fittings examined. The cylinders, pistons, slides and faces, crank, thrust and tunnel pumps and condensers examined. The valves, cocks, pipes and strainers of the pumping arrangements examined. All boilers examined internally and externally together with their manholes, doors and their fastenings, safety valves and mountings. The safety valves afterwards tested under steam as stated above. The foregoing now in good order. One blade of starboard propeller found to be cracked has now been renewed.

Observations, Opinion, and Recommendation:— This vessel's machinery is now in good order and eligible in my opinion to be continued as classed in the Register Book with fresh record + LMC 9.28 and tail shaft (CL) seen 9.28

Section 28. Fee 310<sup>00</sup>

Section 29. For Repair Fee (if any) £

Section 30. Expenses (if chargeable) £ 10<sup>00</sup>

Fees applied for 20-9-1928

Received by me 27-9-1928

J. B. Smith  
 Engineer Surveyor to Lloyd's Register of Shipping.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to YES Y. Ra. J. J.

on machinery. minor repairs effected

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 9.28.

S. 9.28

Y.Rm  
27. 10. 28

Jan 10<sup>00</sup>  
No 310<sup>50</sup>

*[Faint handwritten notes, possibly describing vessel details or survey findings.]*

*[Handwritten signature or name.]*

*[Extensive handwritten notes and calculations, including numbers like 100, 200, 300, and various symbols.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

