

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 69017 Survey held at YOKOHAMA Date, First Survey 12th July Last Survey 12th August 1933
(No. of Visits 2)

Gross Tonnage 1151 Vessel built at N. Maitlepool By whom N. Gray & Co. Ltd When 1918-3
Net Tonnage 533 Engines made at Stockholm By whom F. G. Bolinder & Co. Ltd When 1918

Nominal Horse Power 386 Boilers, when made (Main) (Donkey) 1918.
No. of Main Boilers 1 Owners Teikoku Senpaku K. K. Owners' Address Port Yokohama Voyage
No. of Donkey Boilers 1 Managers Rising Sun Petroleum Co. Ltd
Steam Pressure in Main Boilers 100 lb 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, * for Special Survey, Date of last Survey and of Periodical Surveys.	Year assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1 with</u>	<u>5-33</u>	<u>L.M.C. 5-32</u>
<u>freibrad 532</u>		<u>DB-S. 5-32</u>
<u>SSYKA No. 3-6.29</u>		<u>TS(14) 5-32</u>
<u>S.S. YKA No. 1-33</u>		
<u>Carrying Petroleum in bulk</u>		
		<u>OIL ENG.</u>

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 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.

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.

Has a damage report been made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Why was this not done, state for what reasons? not prepared for survey

What parts of the Boilers could not be thus thoroughly examined? No

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No 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? Yes

Has the shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been 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 distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft Yes

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 in on the fire side and 50 lbs per sq in 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

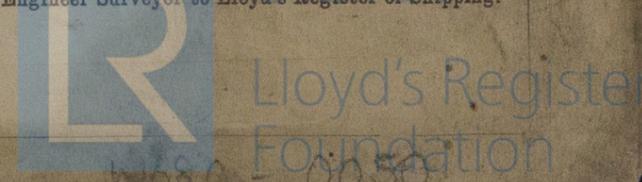
One of the above cylinders placed on board the vessel as spare and the other one fitted in place of No. 1 Cylinder, Port Main Engine. Port Main engine tried under working conditions with satisfactory results.

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 Fees applied for 14/8/1933
Special Damage or Repair Fee (if any) £ Received by me, G. H. Macdonald
Travelling expenses (if chargeable) 41:00 19

Committee's Minute TUE. 19 SEP 1933
Assigned As now



The Character of Ship and Machinery previously as in the Register Book.

If a Certificate is required, it is to be sent to

Part No 1 of index renewed

This is submitted that
this vessel is entitled to
remain as CLOSED.

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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation