

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

(Received at London Office)

MAR 10 1941

Date of writing Report 14/1/41. When handed in at Local Office 18<sup>th</sup> Jan 1941. Port of Kobe.  
 No. in Survey held at Kobe. Date, First Survey 24/12/40. Last Survey 14/1/41.  
 g. Book. 1983 on the Machinery of the ~~Board of Trade~~ Steel T.S.S. "ARIZONA MARU".  
 (No. of Visits Three.)  
 Tonnage { Gross 9684  
 Net 5993 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1920 6mo.  
 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1920.  
 Nominal Horse Power 993 NHP Boilers, when made (Main) 1920. (Donkey) --  
 No. of Main Boilers 5 SB Owners Osaka Syosen Kabusiki Kaisya. Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers -- Managers Osaka. Port Osaka. Voyage  
 Steam Pressure in Main Boilers 200 lbs. of Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
 in Donkey Boilers -- (State name of Dock.) Mitsubishi Dock. precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) LMC

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.

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.

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? Yes.

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

If this was not done, state for what reasons? --

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? --

State latest date of internal examination of each boiler December, 1940. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 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 Boilers? --

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

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

Is 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? --

Is shaft now been changed? -- If so, state reasons --

Is 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 date of examination of Screw Shaft -- State the distance between lignum vitae ~~XXXXXXXXXX~~ of stern bush and top of after bearing of screw shaft P. 3.3 m/m. S. 3.4 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? --

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, aft end of stern bushes, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 5 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for boilers examined under working condition and found in order.

**REPAIRS DUE TO WEAR AND TEAR:-**  
Minor repairs and adjustments effected.

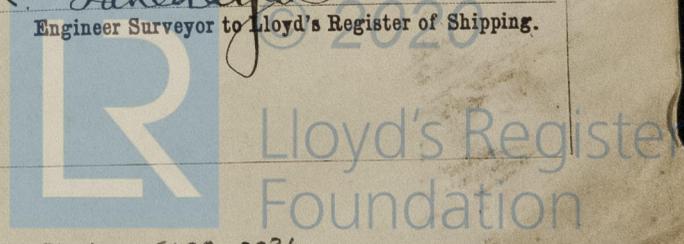
**General Observations, Opinion, and Recommendation:-** The machinery and boilers of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
CS 2,34,

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of **L.M.C. 1, 41.**

Survey Fee (per Section 29) Yen 240:00 Fees applied for 14/1/1941.  
 Special Damage or Repair Fee (if any) £ --  
 Travelling expenses (if chargeable) (See Hull Report). Received by me, 19

Committee's Minute TUE. 18 MAR 1941  
Assigned + Amb. 1.41

*K. Takemura*  
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

BS class 2.41 held.  
Machinery also examined.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 1.41.

14  
13/3/41.



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