

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

(Received at London Office 16 JUL 1941)

Date of writing Report 14/5/41. When handed in at Local Office 14<sup>th</sup> May 1941 Port of Kobe.  
 No. in Survey held at Osaka. Date, First Survey 16/4/41 Last Survey 7/5/1941.  
 eg. Book. 71932 on the Machinery of the ~~Hook~~ Hook ~~Iron~~ Steel S/S "CELEBES MARU"  
 (No. of Visits Five.)  
 Tonnage { Gross 5863 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd When 1917 12mo.  
 Net 4262 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd When 1917.  
 Nominal Horse Power 440 NHP Boilers, when made (Main) 1917. (~~Donkey~~) (AUXY) 1917.  
 No. of Main Boilers 2 SB Owners Osaka Syosen Kabusiki Kaisya. Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 SB Managers Port Osaka. Voyage  
 Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) CHIKKO DOCK.  
 in Donkey Boilers.

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.)	Locality assigned or entered.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 5,40 Awning dk with freeboard.		*LMC 5,40 TS(OG)N 1,38
ssKob.No.3-11,29.		
ssOsa.No.2-36.		

Particulars of Examination and Repairs (if any) LMC & TS.

Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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 --

Has 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.

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

Where 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 April, 1941. 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? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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? -- and of the Donkey Boilers? --

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has shaft now been changed? No 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 date of examination of Screw Shaft April 1941 State the distance between ~~the~~ bearing metal of stern bush and top of after bearing of screw shaft 65/1000".

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

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

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

Where 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, propeller, stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail Shaft, without liner, examined and found in good condition.

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

The steam pipes were tested by hydraulic pressure to 2 times W.P. and found satisfactory.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results. (P.T.O.).

**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, E.S. 9,11, E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible, in our opinion, to be continued as classed with fresh record of

\*L.M.C. **5, 41.** and Tail Shaft (OG) seen 4, 41.

Survey Fee (per Section 29) Yen 260:00 Fees applied for 7/5/1941

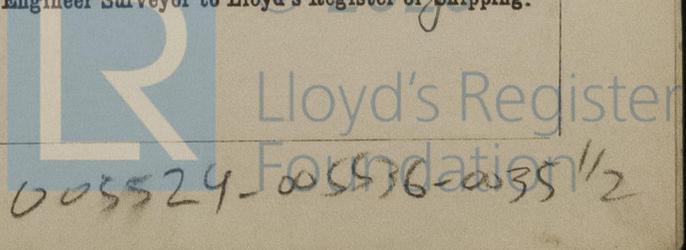
Electrical Survey Fee (if any) Yen 60:00 Received by me, M. K. Akuma & K. Takaya

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI, 8 AUG 1941

Assigned + L.M.C. 5.41

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



CERTIFICATE WRITTEN

605524-005300035 1/2

The two Main and one Auxiliary 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.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:-

H.P., M.P. and L.P. cylinders lined up and crank shaft lifted up and alignment adjusted and bottom halves of Nos.1, 3 & 4 crankshaft journals remetalled.

L.P. cylinder skimmed up and piston packing ring - renewed.

Main Condenser:-

200 small tubes - renewed and tested by a head of water and found tight.

Auxiliaries:-

Aft dynamo engine - steam cylinder body - renewed.

Main Boiler:-

Centre feed pipes, 2 lengths, renewed.

Auxiliary Boiler:-

6 smoke tubes renewed.

Other minor repairs and adjustments effected. K. G.



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S.S. No. 3 Dec 11.41 Held on watchmen  
minor repairs & adjustments

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

+ June 5.41

S. 4.41

Hum  
5.8.41



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