

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

(Received at London Office)

Date of writing Report 6/7/41 When handed in at Local Office 7/7/41 Port of Kobe. 9 SEP 1941
 No. in Reg. Book 72080 Survey held at Osaka. Date, First Survey 16/5/41 Last Survey 5/7/41 (No. of Visits Three.)
 on the Machinery of the ~~Hook~~ Steel S/S "CHERIBON MARU".
 Tonnage { Gross 4016 Vessel built at Kobe. By whom Mitsubishi Zosen K.K. When 1921 2mo.
 Net 2503 Engines made at Kobe. By whom Mitsubishi Zosen K.K. When 1921.
 Nominal Horse Power 342 NHP Boilers, when made (Main) 1921. (Donkey) --
 No. of Main Boilers 2 SB Owners Nanyo Kaiun Kabushiki Kaisha. Owners' Address --
 No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure 200 lbs. Port Tokyo. Voyage --
 in Main Boilers -- If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers -- (State name of Dock.) Fujinagata Dock.

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.)

In 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 --

Was 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." " Donkey " " " --If this was not done, state for what reasons? --And what parts of the Boilers could not be thus thoroughly examined? --Also 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 June 1941.Present condition of funnel(s) GoodDid 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? --Has screw shaft now been drawn and examined? NoIs it fitted with continuous liner? --Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --Has shaft now been changed? -- 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 --State the distance between bearing metal of stern bush and top of after bearing of screw shaft 98/1000".

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light Yes.If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --Has 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, propeller aft end of stern bush with oil packing gland, sea cocks and valves with their shell fastenings 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 2 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-Main Engine:-

L.P. cylinder lined up and alignment checked, and refitted in good order.

H.P. & L.P. ahead guide shoes and ^{top half of} eccentric straps - remetalled. (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.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

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

L.M.C. 7. 41.Survey Fee (per Section 29) Yen 205:00Special Damage or Repair Fee (if any) --Travelling expenses (if chargeable) (See Hull Report)Committee's Minute FRI. 26 SEP 1941Signed Tamb 7.41Fees applied for 7/7/41Received by me, 19K. Pandey
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

005529-005536-0288

-9 SEP 1941

Port of Kobe.

Continuation of Report No. 1858 dated

6/7/41

on the "CHERIBON
MARU"REPAIRS DUE TO WEAR AND TEAR:-Auxiliaries:-

1 feed plunger and 2 bilge plunger - skimmed up and their neck bushes-renewed.

Main Condenser:-

260 small tubes drawn out and cleaned and tested and replaced in good order, afterwards tested by a head of water height and found tight.

Other minor repairs and adjustments effected. K.T.



B. due 5.41. Skel

Survey held on engine & main shafts
effected.

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

+ Linc. 7.41

Run

16.9.41



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