

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

(Received at London Office 4 DEC 1941)

Date of writing Report 8th Sept. 1941 When handed in at Local Office 8th Sept. 1941 Port of Kobe  
No. in Survey held at Innoshima Date, First Survey 20/8/41 Last Survey 30/8 1941  
Book. 145 on the Machinery of the ~~Wakayama~~ Steel "BRAZIL MARU" (No. of Visits 3)  
Gross 5860 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919, 6 mo.  
Net 4260 Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919  
Main Power 437 NHP Boilers, when made (Main) 1919 (Donkey) --  
of Main Boilers 2 SB Owners Ono Shoji Gomei Kaisha Owners' Address --  
of Donkey Boilers 1 Aux. SB. Managers -- (if not already recorded in Appendix to Register Book.)  
Main Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both Port Hutyu Voyage --  
Aux. Boilers 200 lbs. (State name of Dock.) Innoshima Dock.

st Report No. -- Port --Particulars of Examination and Repairs (if any) LMC

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 --

a damage report made by anyone else? If so, by whom? --

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

" " Donkey " " " " --

as 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? --

latest date of internal examination of each boiler August 1941

Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

the Surveyor examine the Safety Valves of Auxiliary Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

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

, and of the ~~Donkey~~ Boilers? Yes

the Surveyor examine the drain plugs of the Main Boilers? No

, and of the ~~Donkey~~ Boilers? No

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the ~~Donkey~~ Boilers? Yes

screw shaft now been drawn and examined? -- 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? --

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

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? --

date of examination of Screw Shaft -- State the distance between ~~ligament~~ XXXXXX bearing metal of stern bush and top of after bearing of screw shaft Not available

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

Is electric light and/or power fitted? Yes

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

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

DONE:- Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now 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 2 Main and one Auxiliary Boilers were examined over all parts with doors, mountings safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:- Minor repairs and adjustments carried out.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this

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.)

LMC 140 lb., F.D., &c.) are in good condition and eligible in our opinion to be continued as classed with fresh

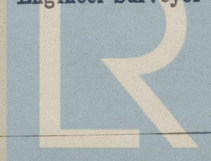
of LMC 8, 41.

Fee (per Section 29) Yen :225.00 Fees applied for 30/8 1941  
Damage or Repair Fee (if any) X  
(per Section 29.)  
Engineering expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute FRI. 19 DEC 1941

signed + L.M.C. 8, 41

H. A. Ima & Co. Ltd.  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

006819 - 006830 - 0008



*Examinined*

It is submitted that  
this vessel is eligible for  
this award.

June 8/41

*GA*  
17/2/41

Register of Shipping for Vessels of Engines and Boilers

No.



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