

Report of Survey for Repairs, &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 Book. Survey held at Innoshima Date, First Survey 20/8/41 Last Survey 30/8 1941
145 on the Machinery of the ~~Woods Iron~~ Steel "BRAZIL MARU" (No. of Visits 3)

Age { Gross 5860 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919, 6 mo.
Net 4260

Principal Power { 437 NHP Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919
Donkey Boilers 1 Aux. SB. Boilers, when made (Main) 1919 (Donkey) --

of Main Boilers 2 SB Owners Ono Shoji Gomei Kaisha Owners' Address Hutyu
of Donkey Boilers 1 Aux. SB. Managers Ono Shoji Gomei Kaisha (if not already recorded in Appendix to Register Book.)
Main Boilers 200 lbs. if Surveyed Afloat or in Dry Dock Both Port Hutyu Voyage --
Aux. Boilers 200 lbs. (State name of Dock.) Innoshima 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.	Age assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 Awng. dk with freeboard 6,40.		*LMC 6,40 TS(OG) 6,40
ssKob. No. 3-4, 34		
ssKob. No. 1-38		

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 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 --

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

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

Was a thorough examination of the Donkey Boilers 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

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

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

Has the 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? --

Has the 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? --

Date of examination of Screw Shaft -- State the distance between light ~~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? --

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

Is the Survey complete? 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 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 2 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.

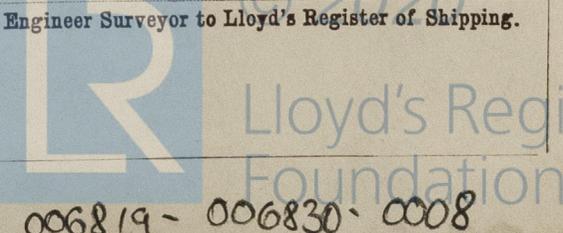
REPAIRS DUE TO WEAR AND TEAR:- Minor repairs and adjustments carried out.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in good condition and eligible in our opinion to be continued as classed with fresh

Class of *LMC 8, 41.

Fee (per Section 29) Yen :225.00 Fees applied for 30/8 19 41
Damage or Repair Fee (if any) X
Printing expenses (if chargeable) (See Hull Report) Received by me, U. A. Ima & Co. Shikoku
19 19 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 DEC 1941
Signed + Lamb P. 1



006819 - 006830 - 0008

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

Is a Certificate required? If so, to be sent to

E. P. Deamined

It is submitted that
this vessel is eligible for
the RAZOR.

Home 841

YDA
17/2/41

Boilers for Engines for Boilers

No



© 2020

Lloyd's Register
Foundation