

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

(Received at London Office)

APR 25 1941

Date of writing Report 12/2/1941. When handed in at Local Office 12th Feb 1941 Port of Kobe.
 No. in Reg. Book Survey held at Tama. Date, First Survey 14/1/41. Last Survey 27/1/1941.
79604 on the Machinery of the ~~Wakayama~~ Steel S/S "MISAKI MARU". (No. of Visits Three)
 Tonnage { Gross 4422 Vessel built at Port Glasgow. By whom W. Hamilton & Co. Ltd. When 1907 10mo.
 Net 3277 Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1907
 Nominal Horse Power 366 NHP Boilers, when made (Main) 1907. (Donkey) --
 No. of Main Boilers 3 SB Owners Matsuoka Kisen Kabushiki Kaisha Owners' Address --
 No. of Donkey Boilers -- Managers -- (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Port Hutyu. Voyage --
 in Donkey Boilers -- (State name of Dock.) Tama 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 January, 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? 180 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 ~~wood~~ of stern bush and top of after bearing of screw shaft 5/32".

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

Is electric light ~~and~~ 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, propeller, aft end of stern bush, 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, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 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.

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

Is the vessel in good condition and eligible, in my opinion, to be continued as classed with fresh record of LM.C. 1, 41.

Survey Fee (per Section 29) Yen 205:00Fees applied for 30/1/1941Special Damage or Repair Fee (if any) --Selling expenses (if chargeable) (See Hull Report)Received by me, 19Committee's Minute FRI. 9 MAY 1941Signed + dmb. 1.41

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

006831-006844-0101

E. Deamined

It is submitted that
this vessel is eligible for
HB RECORD. *HLUC 1-41*

ESR
6/5/41

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