

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

(Received at London Office)

AUG 25 1939

 of writing Report 31/7/1939 When handed in at Local Office 31st July 1939 Port of Kobe.

 Survey held at Tama. Date, First Survey and Last Survey 25/7/1939.
 (No. of Visits One.)

 on the Machinery of the ~~Wood Iron~~ Steel M.S. "OMUROSAN MARU"
 Gross 9205 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1937 lmo.
 Net 5288 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1937.
 1231 NHP Boilers, when made (Main) -- (Donkey) 1937.
 Main Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address --
 (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 3 Managers -- Port Kobe. Voyage --
 Pressure --
 Boilers --
 key Boilers 200 lbs. If Surveyed Afloat or in Dry Dock In Dry Dock.
 (State name of Dock.) Tama Dock.
Report No. -- Port --Particulars of Examination and Repairs (if any) DOCKING

At Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

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

" Donkey "

Is not done, state for what reasons? Not submitted for survey at this time.

Parts of the Boilers could not be thus thoroughly examined?

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

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Is 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 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 the distance between lignum vitae of stern bush and top of after bearing of screw shaft

Not measured.

Are electric light and power fitted? Complete.

DONE:- Vessel placed in dry dock, propeller, after end of stern bush and shell fastenings of connections examined and found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as

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

seen, is in good condition and eligible, in my opinion, to be continued as classed without fresh order of survey.

Fee (per Section 29) -- : --

Damage or Repair Fee (if any) -- : --

(per Section 29.)

ing expenses (if chargeable) -- : --

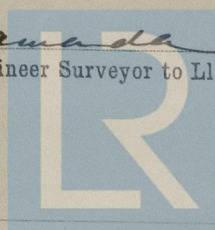
e Hull Report). 8 - SEP 1939

mittee's Minute

As now

Fees applied for
19
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.



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006903-006911-0100

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

L.P.
8/9/39

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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