

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

(Received at London Office

AUG 25 1939

Writing Report 31/7/ 1939. When handed in at Local Office 31<sup>st</sup> July 1939 Port of Kobe.

Survey held at Tama. Date, First Survey and Last Survey 25/7/ 1939.

on the Machinery of the ~~Wood Iron~~ Steel M.S. "OMUROSAN MARU"

Gross 9205 Net 5288 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1937 lmo.

Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1937.

Boilers, when made (Main) -- (Donkey) 1937. Owners Mitsui Bussan Kaisha, Ltd. Owners' Address

Managers Port Kobe. Voyage

If Surveyed Afloat or in Dry Dock In Dry Dock. Tama 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.	Years assigned to expire.	Machinery and Boiler Surveys (including date of N.D., if any)
*100AL 2,39		*LMC 1,37
		DBS 2,39
		TS(CL) 1,38
Carrying Petroleum in bulk.		

Report No. Port

Particulars of Examination and Repairs (if any) DOCKING

Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 declined his services for this purpose, and why they were declined

Special 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 " " " " --

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? --

Last date of internal examination of each boiler Present condition of Gunnet --

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? --

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? --

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? --

Distance of examination of Screw Shaft -- 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. YES

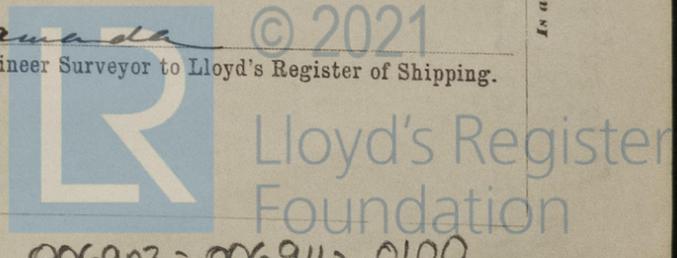
DONE:- Vessel placed in dry dock, propeller, after end of stern bush and shell fastenings of connections examined and found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in good condition and eligible, in my opinion, to be continued as classed without fresh order of survey.

Fee (per Section 29).....	£ -- : --	Fees applied for
Damage or Repair Fee (if any).....	£ -- : --	
Working expenses (if chargeable).....	£ -- : --	
		Received by me,
		19

Signature of Hull Report, Committee's Minute 8 - SEP 1939

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



006903-006911-0100

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

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

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.  
6/9/39

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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