

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

(Received at London Office)

16 JUL 1941

Date of writing Report 16/5/41. When handed in at Local Office 16th May 1941. Port of Kobe.

No. in Survey held at Kobe. Date, First Survey and Last Survey 8/5/1941.
(No. of Visits One.)

8868 on the Machinery of the ~~Wakayama~~ Steel T.S.S. "MANILA MARU".

Age { Gross 9486 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1915 9mo.
Net 5935 Engines made at Nagasaki. By whom Mitsubishi Zosen Kaisha. When 1915.

Final Power 1013 NHP Boilers, when made (Main) 1915. (Donkey) --

Main Boilers 5 SB Owners Osaka Syosen Kabusiki Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Osaka. Voyage --

Donkey Boilers -- Managers --

Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock In Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers --

Report No. TS Port TS

Particulars of Examination and Repairs (if any) TS

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 date and initials of any letters respecting this case.

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

Has a damage report been 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? --

Donkey " " " " --

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

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 --

Did Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

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

Did Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

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

Has screw shaft now been drawn and examined? Yes / (Port only) Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has aft now been changed? No If so, state reasons --

Has screw 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? P. Close fit

Date of examination of Screw Shaft May, 1941 / (Port only) State the distance between lignum vitae between stern bush and top of after bearing of screw shaft 3 m/m.

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

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

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, P & S propellers, port stern bush and aft end of starboard stern bush and shell fastenings of sea connections examined and found in good condition.

Port Tail shaft, with continuous liner examined and found in good condition.

Starboard Main Engine - H.P., M.P. and L.P. crank shafts and thrust shaft examined and found or now placed in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Port tail shaft - stern bush - rewooded.

Starboard Main Engine:- H.P., M.P. and L.P. crank shafts and thrust shaft lifted up and tested its alignment and Nos.1, 4 & 5 main bearings bottom halves - remetalled.

Other minor repairs and adjustments carried out.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now examined, is in good condition and eligible, in my opinion, to be continued as classed with fresh record.

Port Tail Shaft (CL) seen 5,41.

Survey Fee (per Section 29) Yen 35:00 Fees applied for 9/5/1941.

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) Yen 5:00

Including Hull). FRI. 25 JUL 1941

Committee's Minute As now

Assigned As now

K. Paredaya
Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

006942-006953-0124

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

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

Part Engines examined
Port T.S. dat. 2.41. Examined
Main repairs effected

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

Port S. 5.41

Run
22.7.41



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