

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

7 AUG 1941

(Received at London Office)

Date of writing Report 13th June 41 When handed in at Local Office 13/6/41 Port of Kobe

No. in Reg. Book 80536 Survey held at Kobe Date, First Survey 27/5/41 Last Survey 10/6/1941  
(No. of Visits 4)

on the Machinery of the ~~Woolly Iron~~ Steel M/S "NOZIMA MARU"

Tonnage } Gross 7190 Vessel built at Nagasaki By whom Mitsubishi Jukogyo Kaisha When 1935, 2 mo.  
Net 4314 Engines made at Nagasaki By whom Mitsubishi Jukogyo Kaisha When 1935

Nominal Horse Power 1851 NHP Boilers, when made (Main) --- (Donkey) 1935

No. of Main Boilers --- Owners Nippon Yusen Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers --- Port Tokyo Voyage ---

Steam Pressure in Main Boilers --- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 100 lbs. (State name of Dock.) Mitsubishi Dock.

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) PART \*LMC (CS) BS.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? ---

Do the same for Donkey Boilers? Yes

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 June 1941 Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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? --- and of the Donkey Boilers? Yes.

Has 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 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? ---

State date of examination of Screw Shaft --- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1.2 mfm.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, see below.

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

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 in good condition.

**PARTS NOW EXAMINED FOR \*LMC (CS):-**

**Main Engine:-** Nos. 4 & 5 cylinders, pistons, valves, gears and covers.

Nos. 4 & 5 connecting rods and top ends.

Nos. 4 & 5 bottom ends.

Nos. 4, 5 & 6 crankshaft journals.

Thrust Shaft.

**Auxiliaries:-** No.2(Aft) Auxiliary Diesel Engine, all working parts, except air compressor. (P.T.O.)

**Pumps:-** No.1(Outboard) Feed water pump for donkey boiler. (P.T.O.)  
Bilge pump.

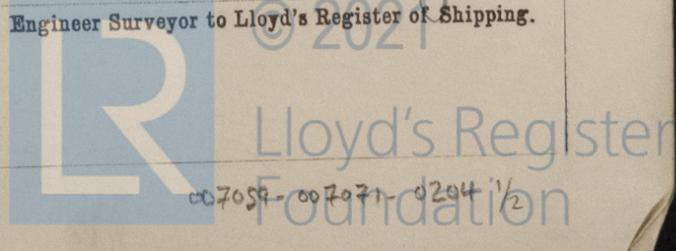
**General Observations, Opinion, and Recommendation:-** The Machinery and Boiler of this vessel

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

are in good condition and eligible in my opinion that the record of **\*L.M.C. (C.S.) 12. 38.**

be retained with fresh under date **6. 41.** and **D.B.S. 6. 41.**

Survey Fee (per Section 29) Yen : 100.00 Fees applied for 11/6 19 41  
Special Damage or Repair Fee (if any) X  
Travelling expenses (if chargeable) (See Hull Report) Received by me, 19  
Committee's Minute TUE. 20 AUG 1941  
Assigned DR. 6-41



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

OR MACHINE CONTINUOUS SURVEY

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

The one Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation for boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Auxiliaries:-

No.2 (Aft) Auxiliary Diesel Engine Nos. 1, 2, 5 & 6 cylinder liners renewed on account of being worn and the new marks are as follows:-

No.1 --- Lloyd's No.7857, 30-11-40, S.S. LR.

No.2 --- Lloyd's No.8827, 21- 3-41, S.S. LR.

No.5 --- Lloyd's No.8827, 27- 3-41, S.S. LR.

No.6 --- Lloyd's No.8795. 14- 1-41, S.S. LR.

Other minor repairs and adjustments effected. *K. S.*



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*L. R. held Chancery*

It is submitted that  
this vessel is eligible for  
THE RECORD, *DMJ 641*

*Invoice aft Dynamo No. 641*

*DA*  
*18/8/41*



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