

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

(Received at London Office)

Date of writing Report 27/12/40 When handed in at Local Office 27th Dec 1940 Port of Kobe.
 No. in Reg. Book 80047 Survey held at Osaka. Date, First Survey 3/12/40 Last Survey 24/12/1940.
 on the Machinery of the ~~Hokkaido~~ Steel S/S "NAPLES MARU". (No. of Visits Four.)

Tonnage } Gross 5825
 Net 4225 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 7mo.
 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.
 Nominal Horse Power 437 NHP Boilers, when made (Main) 1919. (~~XXXXXX~~) (AUXY) 1919.
 No. of Main Boilers 2 SB Owners Kokusai Kisen Kabushiki Kaisha Owners' Address
 of ~~XXXXXX~~ Boilers 1 SB Managers (if not already recorded in Appendix to Register Book.)
 team Pressure— 200 lbs. of Surveyed Afloat or in Dry Dock Both
 in ~~XXXXXX~~ Boilers 200 lbs. (State name of Dock.) Sakurajima Dock. Voyage

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & TS

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? Yes.

" " AUXY " " " " 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 December, 1940.Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 200 lbs.Did the Surveyor examine the Safety Valves of AUXY ~~XXXXXX~~ Boiler? Yes.To what pressure were they afterwards adjusted under steam? 200 lbs.

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

, and of the AUXY ~~XXXXXX~~ Boilers? Yes.

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

, and of the AUXY ~~XXXXXX~~ Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the AUXY ~~XXXXXX~~ Boilers? Yes.

Has screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has shaft now been changed? No 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 Dec. 1940. State the distance between ~~XXXXXX~~ bearing metal of stern bush and top of after bearing of screw shaft 100/1000".

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

Is electric light ~~XXXXXX~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has 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 Not complete.

NOW DONE:- Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft, without liner, examined and found in good condition.

Engine opened up for survey:-

All cylinders, pistons, valves, /rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested as required by the rules, and the copper steam pipes were annealed before testing.

(P.T.O.).

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, 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 our opinion, to be continued as classed with fresh record of L.M.C. 12, 40, and Tail Shaft (OG) seen 12,40, subject to the oil fuel installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen 260:00

Fees applied for 24/12/40

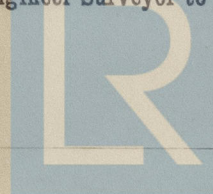
Special Damage or Repair Fee (if any) --

Received by me, 19

Travelling expenses (if chargeable) (see Hull Report).

Committee's Minute FRI. 28 FEB 1941Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007088-007099-0010 1/2

The 2 Main and 1 Auxiliary 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.

TO COMPLETE THE SURVEY:-

Electric fittings to be surveyed.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine - all bottom end brasses - remetalled.

Condenser tested.

Water bucket of ballast pump - renewed.

Steering engine - steam piston rings - renewed.

Starboard wing furnace Garley neck of the Centre Boiler- grooved part cut out and made by E.Welding.

About 20 boiler tubes renewed.

Other minor repairs and adjustments effected.

S.R.L.:- Oil fuel installation is not in efficient order.

Oil fuel installation is not in efficient order

No 3 Que 540 partly held.

It is submitted that
this vessel is eligible for
THE RECORD. *DS 1240 S 1240*
It is submitted that this
vessel WILL BE eligible
for the record *since 12-40 when the*
electrical equip^t has been
examined & tested
subject to the oil fuel
installation
not being used until Scrapped.

BA
26/1/41



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