

16 JUN 1941

(Received at London Office

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) _____

**PROPELLER
 DAMAGE.**

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 cases being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

image 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.

a damage report made by anyone else? If so, by whom?

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

"	"	Donkey	"	"	"
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was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

what special means, in the absence of internal examination, were adopted by the
 rveyor to assure himself of the thorough efficiency of those parts of each Boiler?

latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler? _____

the Surveyor examine the Safety Valves of Donkey Boiler ?

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

Should the Surveyor examine the drain plugs of the Main Boilers?

The Surveyor examine all the mountings of the Main Boilers.

screw shaft now been drawn and examined? **No** Is it fitted with continuous liner?

shaft now been changed? -- If so, state reasons.....

the shaft now fitted been previously used? Has it a continuous liner?

date of examination of Screw Shaft..... State the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft

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

5. did the Surveyor examine the generators, motors, switchgear, cables and fuses?

the 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 Not Complete, see below.

WORK DONE: - Vessel placed in dry dock, P & S propellers, aft end of stern bushes, and shell fastenings of sea connections examined and found in efficient condition.

REPAIRS DUE TO DAMAGE stated to have been caused by the starboard propeller touching aground on the 1st January, 1941 at Nukualofa, Tonga, whilst shifting berth and striking some submerged object on the 4th March, 1941, at the position N.Lat.33°-25', E.Long.132°-4', whilst on a voyage from Sagami to Uno. For further particulars please see Kobe Damage Report dated 18th March, 1941, attached hereto.

Starboard Propeller:- 4 Manganese loose bladed built up propeller:-

"A" Blade, bent at the tip, now faired.

"C" Blade, broken off at the tip - recommended to be repaired or renewed as necessary. (P.T.O.)

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

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

seen, is eligible, in my opinion, to be continued as classed, subject to the one blade of the starboard propeller being repaired or renewed at the earliest opportunity.

Survey Fee (per Section 20).....	- 2	- -	Fees applied for 20/3/1941
Special Damage or Repair Fee (if any)..... (per Section 20.)	Yen 50:00	✓	
Travelling expenses (if chargeable).....	Yen 10:00	✓	Received by me, 10

Committee's Minute

Assigned As now
Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007088-007099-0042. 1/2

2 Blades of Starboard Propellers damaged by grounding
 one of them twisted.
 Machinery components that
 the other blade repaired or
 removed at first opportunity.
 Submitted action be
 deferred.
 JJA
 24/6/41