

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

No. 11437

(Received at London Office)

MAY -1 1940

Writing Report 25/3/1940 When handed in at Local Office 26th Mar. 1940 Port of Kobe.

Survey held at Tama. Date, First Survey 11/3/40 Last Survey 20/3/1940
(No. of Visits Three.)

on the Machinery of the ~~Wood Iron or Steel~~ Woods Iron or Steel M.S. "GETUYO MARU"

Gross 7509 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1934 6mo.

Net 5513 Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1934.

Boilers 839 NHP Boilers, when made (Main) -- (Donkey) 1934.

Boilers -- Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address --
(if not already recorded in Appendix to Register Book.)

Boilers 1 Managers -- Port Tokyo. Voyage --

Boilers 120 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
(State name of Dock.) Tama Dock. precisely as in Register Book & Supplements).

Report No. -- Port -- PART LMC(CS), DBS & TS.

Particulars of Examination and Repairs (if any) DBS & TS.

Surveys, 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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if 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.

Where the Surveyor has not made a special damage report he is required to state whether he has made such services for this purpose, and why they were declined --

Has a special damage report been made by anyone else? If so, by whom? --

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? --

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

Where done, state for what reasons? --

Under what circumstances could the 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? --

What was the date of internal examination of each boiler? March 1940. Present condition of funnel(s) Good.

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

Did you examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs.

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

Did you examine the drain plugs of the Main Boilers? -- , and of the Donkey Boiler? --

Did you examine all the mountings of the Main Boilers? -- , and of the Donkey Boiler? Yes.

Has the shaft now been drawn and examined? Yes. 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 the 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? --

What was the result of examination of Screw Shaft? March 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Are the parts, when referred to by numbers, should be counted from forward. -- Is electric light and/or power fitted? Yes.

Is the work complete, state what arrangements have been made for its completion and what remains to be done Not complete.

RE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shellings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found or now placed in good condition.

The Main and Auxiliary engines were opened out, examined and found or now placed in good condition as follows:-

Main Engine:-

Nos.1 & 5 cylinders, pistons, valves, gears and covers, connecting rods and their top and bottom ends.

Nos.2, 4, 5 & 6 crank shaft journals.

Nos.5 & 6 scavenging pumps.

Thrust shaft.

Intermediate shafts. (P.T.O.).

General Observations, Opinion, and Recommendation:- The Machinery and Donkey Boiler of this vessel are in good condition and eligible, in our opinion, to be continued as classed, *L.M.C. 3, 38. to be retained with fresh under date 3, 40. D.B.S. 3, 40 and Tail Shaft (CL) 3, 40.

(per Section 29) Yen 155:00 Fees applied for 20/3/1940

Management or Repair Fee (if any) £ --:-- Received by me, 28/3/1940

Expenses (if chargeable) (See Hull Report)

Committee's Minute

Signature C.S. Date 28/3/40

Signature J. H. Baker Date 20

Signature J. H. Baker Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: Lloyd's Register Foundation

Stamp: 007088-007099-0092 1/2

CONTINUOUS SURVEY

Insert (abstract) of Ship and Machinery precisely as in the Register Book.

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

Auxiliaries:-

Starboard aft dynamo engine - complete.

Forward Compressor - complete.

Pumps:-

Aft jacket cooling pump.

Aft Piston cooling pump.

Aft Lubricating oil pump.

Ballast pump.

Bilge pump.

Feed pumps.

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

The oil fuel burning installation for donkey boiler examined under working conditions and found in order.

WEAR AND TEAR REPAIRS:-

Stern tube bush bottom half re-wooded.

Aft jacket cooling pump impeller shaft renewed on account of wear in way of packing gland.

Other minor repairs and adjustments effected.



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