

# Port 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 26<sup>th</sup> 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 ~~Wooden~~ ~~Iron~~ 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.

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 Tama Dock.

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

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially 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 done so for this purpose, and why they were declined.

Age report made by anyone else? If so, by whom?

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

Donkey Yes.

Done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler March 1940.

Present condition of funnel(s) Good.

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

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

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

Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler?

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

Shaft now been changed? No If so, state reasons

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?

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.

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

If examination is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

NOTE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell

ings 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

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

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.&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, L.M.C.

3, 38. 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

Age or Repair Fee (if any) £ : --

Expenses (if chargeable) (See Hull Report)

Committee's Minute

ed C.S. 28/3/40

340

Received by me, 28/3/1940

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007088-007099-0092 1/2

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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