

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

(Received at London Office)

JUL 11 1940

Date of writing Report 5th June, 1940. When handed in at Local Office 5th June, 1940. Port of **YOKOHAMA**

No. in Survey held at **YOKOHAMA** Date, First Survey 13th May, Last Survey 1st June, 1940. (No. of Visits **Three**)

944 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "MURORAN MARU"

Name { Gross **5374** Vessel built at **Nagasaki** By whom **Mitsubishi Zosen K. Id.** When **1919-11**
 Net **4896** Engines made at **Nagasaki** By whom **Mitsubishi Zosen K. Id.** When **1919**
 3251
 Nominal Horse Power **495** Boilers, when made (Main) **1919** (Donkey) **X**
 of Main Boilers **3SB** Owners **Nippon Yusen K.K.** Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers **X** Managers **X** Port **Tokyo** Voyage **X**
 Main Boilers **200 lbs** If Surveyed Afloat or in Dry Dock **Both**
 Donkey Boilers **X** (State name of Dock.) **Asano Dock.**

Latest Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **BS**

Periodical 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details 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.

Where 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 **X**

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

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

Did this was not done, state for what reasons? **X**

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

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? **X**

State latest date of internal examination of each boiler **No. 1 - 24/5/40, Nos. 2 & 3 - 13/5/40** Present condition of funnels **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 Donkey Boiler? **X** To what pressure were they afterwards adjusted under steam? **X**

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

Did the Surveyor examine the drain plugs of the Main Boilers? **X**, and of the Donkey Boilers? **X**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes**, and of the Donkey Boilers? **X**

Has screw shaft now been drawn and examined? **No** Is it fitted with continuous liner? **X** 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? **X** If so, state reasons **X**

Has the shaft now fitted been previously used? **X** Has it a continuous liner? **X** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Not measured**

State date of examination of Screw Shaft **2-39** State the distance between ~~signature~~ bearing metal of stern bush and top of after bearing of screw shaft **measured**

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

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

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

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 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.

The Three Main 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.

Main and auxiliary engines opened up for survey by the Owners examined as far as practicable.

All cylinders, slide valves, crank, thrust & intermediate shafting, condenser, air pump's group valves and centrifugal water pump examined and found in order.

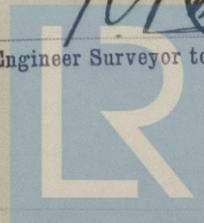
General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&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 to be continued as classed with fresh record of **BS 6-40.**

Survey Fee (per Section 29)..... £ 150.00
 Special Damage or Repair Fee (if any)..... £ X
 (per Section 29.)
 Travelling expenses (if chargeable)..... £ 4.50

Fees applied for
 4-6-1940
 Received by me,
 19

Committee's Minute **TUE 28 JUL 1940**
 Assigned **B.S. 6,40**


 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

B.S. No. 240 Shear
Survey held on engine

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 640

Yhm
18.7.40

52



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