

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

(Received at London Office)

Date of writing Report 1st August, 1940.

When handed in at Local Office 1st August, 1940.

Port of YOKOHAMA

No. in
Reg. Book.

Survey held at

YOKOHAMA

Date, First Survey 28th June, Last Survey 18th July, 1940.

30168

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

(No. of Visits Three)

Tonnage { Gross 5901
Net 4325

Vessel built at Kobe

By whom Kawasaki Dkyd Co, Id.

Year. Month.

When 1918 - 7

Nominal Horse Power 444

Engines made at Kobe

By whom Kawasaki Dkyd Co, Id.

When 1918

No. of Main Boilers 2 SB

Boilers, when made (Main) 1918

(Donkey) X

No. of Donkey Boilers X

Owners Nippon Yusen K.K.

Owners' Address X

(if not already recorded in Appendix to Register Book.)

Port Tokyo

Voyage X

Steam Pressure—
in Main Boilers 200 lbsIf Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Asano Dock.

in Donkey Boilers X

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to the survey.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 Awng dk with freeboard 6-39 ssYka. No. 3-7, 30 ssYka. No. 2+38		*LMC 8-39 BS 6-39 TS (OG) 10-37

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and serially 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 X

Was 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

" " Donkey " " " " X

If 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 Port 28/6/40 Starbd. 11/7/40

Present condition of funnel 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? Yes

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 X

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? X

State date of examination of Screw Shaft 1-7-40

State the distance between bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted? X

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, 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 or now placed in good condition.

The 2 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.

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting, condenser and pumps, generally examined and found in good condition.

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. 0, 11, B.&M.S. 0, 11, & L.M.C. 0, 11, or

XLMC 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of B.S. 7-40, and tail shaft (OG) seen 7-40.

Survey Fee (per Section 29) Y 155.00

Fees applied for
23-7-1940

Special Damage or Repair Fee (if any) L X

(per Section 29.)

Travelling expenses (if chargeable) Y 3.50

Received by me,
30-7-1940

Committee's Minute

Assigned

TUE. 24 SEP 1940

BS 7.40

Michigawa 2020
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation