

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

(Received at London Office)

-4 SEP 1941

Writing Report 14th June 1941 when handed in at Local Office 6/6 1941 Port of Kobe
Survey held at Harima Date, First Survey 17/5/41 Last Survey 6/6 1941
(No. of Visits 3)

on the Machinery of the ~~Wood~~ ~~Iron~~ ~~Steel~~ M/S "NAKO MARU"

Gross 7145 Vessel built at Uruga By whom Uruga Dock Co. Ltd. When 1934, 10 mo.
Net 4271 Engines made at Uruga. By whom Uruga Dock Co. Ltd. When 1934.

Power 1851 NHP Boilers, when made (Main) -- (Donkey) 1934.
Main Boilers -- Owners Nippon Yusen Kaisha Owners' Address --
(if not already recorded in Appendix to Register Book.)
Donkey Boilers 1 Managers -- Port -- Voyage --
Boilers -- If Surveyed Afloat or in Dry Dock Both.
(State name of Dock.) Harima Dock.

Key Boilers 100 lbs.

Report No. -- Port --
Particulars of Examination and Repairs (if any) PART LMC (CS), DBS, 100A1, 10,39, DBS 4,40, Lloyd's RMC 1,41, TS (CL) 1,39, ssKob.No.1-39.

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. Machinery and Boiler Surveys (including date of N.B., if any).
* LMC (CS) 1,39 10,39
DBS 4,40
* Lloyd's RMC 1,41
TS (CL) 1,39
ssKob.No.1-39.

Special Surveys, when held, must be reported in detail and verbatim 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 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? --
" " " " " " Yes

Has a special examination been done, state for what reasons? --

Were special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

What was the last date of internal examination of each boiler? June 1941. Present condition of funnel(s) Good.

Did the 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? 100 lbs=

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

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

Has the aft shaft now been drawn and examined? -- Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has the fore shaft now been changed? -- If so, state reasons --

Has the fore 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? --

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft. 3.75 m/m

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, see below.

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

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

DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

TS NOW EXAMINED FOR *LMC(CS):-

Main Engine:-

Nos. 1, 4 & 5 cylinders, pistons, valves, gears and covers.

Nos. 1 & 4 connecting rods and top ends.

No. 4 bottom end.

Nos. 3 & 6 crankshaft journals.

Thrust shaft.

Intermediate shafts. (P.T.O.)

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

is in good condition and eligible in my opinion that the record of *LMC (C.S.) 1, 39,

be retained with fresh under date 6.41. and D.B.S. 6.41.

Survey Fee (per Section 29) Yen : 80,00 Fees applied for 12/6 1941

Damage or Repair Fee (if any) -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Rpt.)

Committee's Minute FRI. 10 SEP 1941

Assigned 6.41 S.S. 6.41

K. Takabayashi
Engineer Surveyor to Lloyd's Register of Shipping.



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

IF ENGINE CONTINUOUS SURVEY

The Surveyors are

Nos. 1, 2 & 3 (Starboard outboard, Inboard & aft) Auxiliary

Diesel engines - complete.

No. 2 (Forward Inboard) auxiliary air compressor - complete.

No. 2 L.P. air receiver.

No. 2 (Outboard) Piston & Jacket Cooling (combined) water pumps.

No. 2 oil fuel transfer pump.

No. 2 donkey boiler feed water pump.

Bilge and sanitary pump.

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

The oil fuel burning installation for boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Auxiliaries:-

Nos. 2 & 3 (S.inboard and S.aft.) Auxiliary Diesel Engines, Crank shafts, lifted up and alignment adjusted and all crank shaft journal brushes - renewed.

Bilge and Sanitary Pump, water cylinders - renewed on account of corrosion and tested by 6Kg/cm^2 , of hydraulic pressure and found sound and tight.

Other minor repairs and adjustments, effected. *K.S.*



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Lloyd's Register
Foundation

ABS. due 4.41 Head

C.S. advanced

It is submitted that
this vessel is eligible for
THE RECORD. ABS 6.41

It is submitted that
this vessel is eligible for fresh
RECORD of Survey
6.41 for the oil engines.

TRM

17.9.41