

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

(Received at London Office, ...)

-4 DEC 1941

No. 7127/10

Date of writing Report 4th Sept. 1941. When handed in at Local Office 4th Sept. 1941. Port of YOKOHAMA.

No. in Reg. Book. 80061 Survey held at YOKOHAMA Date, First Survey and Last Survey 4th Sept. 1941. (No. of Visits One)

on the Machinery of the Wood, Iron or Steel Sc.M.S. "NARUTO MARU"

Tonnage Gross 7149 Net 4245 Vessel built at YOKOHAMA By whom Yokohama Dock Co. Id., When 1934-12

Nominal Horse Power 1851 Engines made at YOKOHAMA By whom Yokohama Dock Co. Id. When 1934

No. of Main Boilers X Boilers, when made (Main) X (Donkey) 1934

No. of Donkey Boilers 1 Owners Nippon Yusen K.K. Owners' Address X (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers X Managers X Port Tokyo Voyage X

in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 11863 Port Kobe

Particulars of Examination and Repairs (if any) Part LMC (CS)

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

" " Donkey " " " " " X

If this was not done, state for what reasons?

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

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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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

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

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

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?

Has screw 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 shaft now been changed? 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?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

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

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

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

Survey for part IMC (CS):-

Main and auxiliary machineries opened up for survey as follows, examined and found in good order.

Main engine:- Nos.1, 3, 4, 6 & 7 cylinders, pistons, valves, gears and covers.

Starboard forward (No.1) Dynamo engine, all parts complete.

Repairs due to wear and tear:- Minor adjustment effected.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as

(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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

now seen, is in good condition and eligible in my opinion that the record of L M C (CS) 10-38,

be retained with fresh underdate when the survey has been further advanced be made in the Register

Book.

Survey Fee (per Section 29) £ 30.00 Fees applied for 4-9-1941

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ X Received by me, [Signature]

Committee's Minute TUE. 16 DEC 1941 WED. 27 MAY 1942

Assigned As now OMIT CLASS ON RE-PRINT.



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

29108

Chadance

It is submitted that  
this report is eligible to  
be made as CLASSIFIED.

Name Harold Forman Duncan  
Signe 9.41

Not taken  
13/1/41  
Japanese record



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