

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

Date of writing Report 16/10/40. When handed in at Local Office 16th Oct. 1940 Port of Kobe.

No. in Reg. Book 30253 Survey held at Tama. Date, First Survey 30/9/40 Last Survey 11/10/1940. (No. of Visits Three.)

on the Machinery of the ~~Blackburn~~ Steel M.S. "NATISAN MARU".

Tonnage Gross 4434 Net 2546 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931 12mo.

Nominal Horse Power 362 NHP Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1931.

Owners Mitsui Bussan Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Kobe. Voyage

No. of Donkey Boilers 1 Managers If Surveyed Afloat or in Dry Dock Both Tama Dock.

No. of Main Boilers --

No. of Donkey Boilers 100 lbs.

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

Particulars of Examination and Repairs (if any) PART LMC (CS), TS & DBS.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 repairs 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.

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 --

as a damage report made by anyone else? If so, by whom? --

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

" " Donkey " " " Yes.

this was not done, state for what reasons? --

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

so 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? --

ate latest date of internal examination of each boiler October, 1940. Present condition of funnel(s) Good.

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

d the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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

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

as screw 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.

as shaft now been changed? No If so, state reasons --

as 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? --

ate date of examination of Screw Shaft Oct. 1940 State the distance between lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft Close fit.

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below).

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

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

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

Tail shaft with continuous liner examined and found in good condition.

Main and auxiliary engines opened up as follows, found or now placed in good condition.

Main Engine:-

Nos.3 & 4 cylinders, pistons, valves, gears, and covers, connecting rods and top & bottom ends.

Nos.5, 6 & 9 crankshaft journals.

Thrust and Intermediate shafts.

(P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed, *LMC (CS) 12.39. be retained with fresh under date 10.40. L.S. 10.40. and Tail shaft (CL) seen 10.40.

Survey Fee (per Section 29) Yen 155.00 Fees applied for 15/10/40.

Special Damage or Repair Fee (if any) -- --

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

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 13 MAY 1941

Assigned CS 10.40

DBS 10.40

Lloyd's Register Foundation

607352-007362-0072 1/2

Report of Survey for Repairs, etc. of Engines and Boilers

Rpt. 9a.

Port of Kobe.

DUPLICATE

(2) Machinery.

Continuation of Report No. 1635 dated 16/10/40

on the

"NATISAN MARU"

Auxiliaries:-

Starboard aft auxiliary oil engine and compressor - all parts.

Forward starting air receiver - internally.

Starting air receiver for auxiliary engine - internally (See also note below).

Outboard cooling pump.

Outboard lubricating oil pump.

Bilge and sanitary pump.

Inboard oil fuel service tank - internally.

The Donkey Boiler of this vessel was 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.

The oil fuel installation for donkey boiler examined under working condition and found in order.

NOTE:- With reference to the London Classing Letter dated 1st March, 1940:-

Starting air receiver for the Auxiliary Engine, opened up, examined internally and found in good order.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine, No.3 cylinder head renewed on account of cooling water leaking at starting valve pocket, and cylinder liners of the same renewed due to wear.

Independent bilge and sanitary pump water cylinder renewed.

Other minor repairs and adjustments effected.

Handwritten signature



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Lloyd's Register Foundation

1888 Dec 12.40 Reed
T.S. examined
Acyhuda Can. renewed

It is submitted that
this vessel is eligible to
remain as **CLASSED**.
It is submitted that
this vessel is eligible for fresh
RECORD of Survey
10.40 for the oil engines.

4 Dec 10.40 now
3. 10.40
How
85.41

