

DUPLICATE

No. 11617

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

(Received at London Office MAY - 2 1941)

Date of writing Report 7/10/ '40 When handed in at Local Office 10<sup>th</sup> Oct. '40 Port of Kobe.

No. in Reg. Book. 35997 Survey held at Kobe. Date, First Survey and Last Survey 27/9/ '40. (No. of Visits One.)

on the Machinery of the ~~Wooden~~ Steel S/S "VENICE MARU".

Tonnage { Gross 6571 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1921 7mo.  
Net 4013

Nominal Horse Power { 578 NHP Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1921.  
No. of Main Boilers 3 SB Boilers, when made (Main) 1921. (Donkey) --

No. of Donkey Boilers -- Owners Kawasaki Kisen Kabushiki Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 200 lbs. Managers -- Port Kobe. Voyage --

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock In Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
(State name of Dock.) Kawasaki Dock.

Last Report No. TS & SRL. Port --

Particulars of Examination and Repairs (if any) TS & SRL.

(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 --

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

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

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

If this was not done, state for what reasons? Not submitted for survey at this time.

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? Yes. Is it fitted with continuous liner? No 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? Yes. If so, state reasons See below.

Has the shaft now fitted been previously used? No. Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State date of examination of Screw Shaft 9/40 State the distance between the bearing metal 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 ~~used~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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 Complete.

**NOW DONE:-** Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail shaft, and shell fastenings of sea connections examined and found or now placed in good condition. At the request of the Owners new Tail Shaft, without liner, now fitted.

**Marked:-**

: LLOYD'S	:
: No. 4951 - A	:
: 26-9-40.	:
: F.I. LR	:

Diameter of New Shaft is 448.3 m/m.  
Previous tail shaft examined and found efficient condition.  
This matter should be removed from the Special Reasons List.

**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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)  
CS 2, 34,  
now seen, is in good condition and eligible, in our opinion, to be continued as classed with fresh record of Tail Shaft (OG (N) fitted 9,40.

Survey Fee (per Section 29) Yen 35:00 Fees applied for 1/10/ '40

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

Travelling expenses (if chargeable) Yen 1:00 Received by me, 19

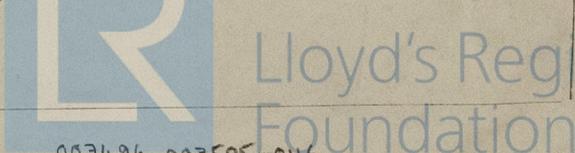
(Including Hall).

Committee's Minute TUE. 13 MAY 1941

Assigned As now, without spl. cdn

CHARACTER.	Assigned or not assigned.	Machinery and Boiler Survey (including date of N.B., if any)
*100A1 4,40		*LMC 4,40
Awning dk		TS(OG) 4,40
with freeboard.		
Fitted for oil fuel 7,21		
F.P. above 150 F.		
ss Kob. No. 3-5, 33.		
S.S. Ka No. 1-38		

*James A. Fe. Decker*  
Engineer Surveyor to Lloyd's Register of Shipping.



007496-007505-0116

If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to write on or below the spaces for Committee's Minute.

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

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

to shaft renewed

It is submitted that  
this vessel is eligible for  
MR RECORD SN 9.40

Admitted

*[Signature]*  
17/1/41



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Foundation

Boilers and Engines of the ...