

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

(Received at London Office)

27 OCT 1941

Date of writing Report 17th July 1941

When handed in at Local Office

23rd July 1941

Port of

27 OCT 1941

No. in Reg. Book. Survey held at Innoshima

Date, First Survey 19/6/41

Last Survey 8/7 1941

80032 on the Machinery of the ~~Wood, Iron or~~ Steel

S/S "NANMAN MARU"

(No. of Visits 5)

Gross 6551
Net 3990

Vessel built at Kobe

By whom Kawasaki Dockyard Co.Ld.

When 1921, 4 mo.

Nominal Horse Power 578 NHP

Engines made at Kobe

By whom Kawasaki Dockyard Co.Ld.

When 1921

of Main Boilers 3SB

Boilers, when made (Main)

1921

(Donkey)

--

of Donkey Boilers --

Managers

Owners' Address

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

Port Tokyo

Voyage

in Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock Both

Innoshima Dock.

in Donkey Boilers --

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.

Class assigned
or retained.

Machinery and Boiler
Surveys
(including date of N.B., if any)

*100A1 awng.dk.with
freeboard 9.39/10.40

*LMC 9.39/10.40
TS(CL) 8.39

Fitted for oil fuel
5.21 F.P.above 150°F
Adapted for carrying
oil 1.29 F.P.above
150°F.in DTs forward

ssKob.No.3-7,32
ssKob.No.1-37.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC.

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.

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? Yes

" " Donkey " " " "

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 July 1941

Present condition of funnel(s) 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? --

To what pressure were they afterwards adjusted under steam? --

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

, 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? Yes.

, and of the Donkey Boilers? --

Is 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? --

Is shaft now been changed? If so, state reasons

Is 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 3/32"

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.

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

Is the Survey 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, propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Main and Auxiliary Engines opened up for survey:

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The Steam Pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this

(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, B.E.M.S. 9.11, *L.M.C. 9.11, or *LMC 140 lb., F.D., &c.)

Vessel are in good condition and eligible in my opinion to be continued as classed with fresh

record of *LMC 7.41.

Survey Fee (per Section 29) Yen :240.00

Electrical Survey Yen 60.00

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

Travelling expenses (if chargeable) (See Hull)

Fees applied for

14/7 1941

Received by me,

19

H. A. ...

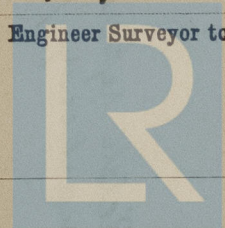
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned +LMC, 7.41

FRI. 14 NOV 1941

CERTIFICATE WRITTEN



Lloyd's Register Foundation

SS No. 2 due 7.40 now held.
Main feed pump valve chests, main bilge
pump body, feed pump cylinder liners,
two electric cables & a few screw
stays in the boilers renewed.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 7.41.

L.P.
12/11/41.

See reference to
machinery from S.P.

Rpt. 9a.

Port of Kobe.

Continuation of Report No. 864 dated 17th July 1941 on the "NANMAN MARU"

The 3 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.

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

REPAIRS DUE TO WEAR AND TEAR:-

H.P. crank pin bearing bottom half - retalled.

M.P. crosshead pin bearing bottom halves - retalled.

No.3 main bearing upper half - retalled.

H.P. & M.P. eccentric straps upper halves - retalled.

H.P. piston rod skimmed up.

Main feed pump suction and delivery valve chests - renewed.

Main bilge pump body - renewed.

Both Weir's feed pump water cylinder liners - renewed.

5 condenser tubes - renewed.

4 small stays in boilers - renewed.

Defective cables:- About 219 feet armoured wire and 1129 feet lead covered wire - renewed.

Other minor repairs and adjustments carried out. *N.N.*



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