

- 4 SEP 1941

(Received at London Office)

No. in
g. Book. Survey held at Kobe Date, First Survey 14/6/41 Last Survey 19/6/41
(No. of Visits 3)

Tonnage { Gross 7267 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd When 1926, 4 mo.
 Net 4378

Nominal Horse Power { 1164 NHP
Engines made at Nagasaki
Boilers, when made (Main) (Donkey)

No. of Main Boilers.	Owners	Owners' Address	Port	Voyage
		(If not already recorded in Appendix to Register Book.)		
1	Osaka Syosen Kaisya		Osaka	

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

Donkey Boilers <u>100 lbs.</u>	State name of vessel	CHARACTER. <input checked="" type="checkbox"/> for Special Survey Date of last Survey and of Periodical Surveys.	A vessel assigned new hull number Machinery and Boiler Surveys (including date of N.B. if any)
at Report No. <u>Port</u>			

Particulars of Examination and Repairs (if any) PART LMC(CS)TS, *100A1 with free- *LMC(CS)5,39
DBS, board 3.40 3,40

ological Surveys, when held, must be reported in detail and serially in the annual report. The report should also contain a summary of the findings of the examinations and subsequent repairs. Repairs on the basis of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs due to other causes; and the count of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and the body of the report should be briefly summarised at the end of the report. State also the

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	--	ssKob.No.3-6,35	RMC 4,40
... report made by anyone else? If so, by whom?	--	ssKob.No.1-39.	

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

Donkey Yes.

his was not done, state for what reasons? _____

_____ of the Bellers could not be thus thoroughly examined? _____

What special means, in the absence of internal examination, were adopted by the
 Engineer to assure himself of the thorough efficiency of those parts of each Boiler? }

to latest date of internal examination* of each boiler	June 1941.	Present condition of funnel(s)	Good.
	At what pressure were they afterwards adjusted under steam?		

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

Yes. To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
 Yes.

Is an approved appliance fitted at the after end of _____

5 screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. the shaft to permit of it being efficiently lubricated? Yes.

6 If so state reasons Yes.

5 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? ☐

ite date of examination of Screw Shaft June 1941. State the distance between lignum vitae ~~XXXXXXXXXX~~ of stern bush and top of after bearing of screw shaft S-Close.

XXXXXXXXXX should be counted from forward. Is electric light and/or power fitted? Yes.

80. did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

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

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

WORK DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and

valves with their shell fastenings, examined and found ~~or now placed~~ in good condition.

Starboard Tail Shaft with continuous liner, examined and found

NOT EXAMINED FOR -IMC(GS):-

Main Engine:-

Port and Starboard No.3 cylinders, pistons, valves, gears, and bottom ends.

No.3 (Port Aft) dynamo engine - complete together with scavenge pump.

No.2 (Aft) auxiliary compressor.
(P.T.O.)

General Observations, Opinion, and Recommendation:—The Machinery and Boiler of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 911, E.&M.S. 911, ✕ L.M.C. 911, any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 911, E.&M.S. 911, ✕ L.M.C. 911, ✕ L.M.C. 140 lb., F.D., &c.)

so far as now seen, are in good condition and eligible in my opinion to be continued as classified, 6 41 when

that the record of **D.M.C. (U.S.) 5, 39** be retained in the
the survey has been further advanced **D.B.S. 6, 41** and Starboard Tail Shaft (CL) seen 6,41

the survey has been completed.

Survey Fee (per Section 20).....
 Ven : 155.00
 19/6 1941

Special Damage or Repair Fee (if any).....
(per Section 49.)
Travelling expenses (if chargeable).....
Received by me, _____
19 _____
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 23 SEP 1941

Assigned DPS 6-41



No.2 (Port) turbo blower.

Nos. 7, 8, 9 & 10 H.P. air bottles.

No.2 (Aft) L.P. air receiver.

No.2 (Port) piston cooling pump.

Oil fuel transfer pumps.

No.2 (Lower) feed pump.

No.1 (Inboard) unit pump.

No.1 (Forward) bilge pump.

Ballast pump.

General service pump.

No.2 (Aft) sanitary pump.

The Donkey Boiler 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.

REPAIRS DUE TO DAMAGE:- Stated to have been caused by the starboard propeller striking the wharf at Haiphong on the 8th December 1940 whilst leaving the port for Saigon.

One manganese bronze loose blade of starboard propeller, bent to face at the tip - now the propeller removed and blade faired. Starboard tail shaft drawn in and examined, and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:- Main Engine, Port & Starboard No.3 cylinder liners renewed and bottom end brasses remetalled, due to wear.

NOTE:- All H.P. air bottles are due for survey, but it was not available to empty all of them, and only 4 bottles were examined internally at this time. The remaining 6 bottles were examined externally under working pressure and found in good condition and will be opened up for internal examination at the earliest opportunity.

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C.S. advanced APS held
Damage to propeller. Caused by striking
wharf. Repairs effected

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

APS. 6.41

Star. S. 6.41

Thru
19.9.41



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