

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

(Received at London Office)

JAN 24 1941

Date of writing Report 16/11/40. When handed in at Local Office 16th Nov. 1940 Port of Kobe.

No. in Reg. Book 26061 Survey held at Osaka. Date, First Survey 16/10/40 Last Survey 30/10/1940.
(No. of Visits Three.)

on the Machinery of the ~~Woodburn~~ Steel S/S "HIMALAYA MARU".

Tonnage } Gross 5229 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918 9mo.
Net 3187

Nominal Horse Power 494 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918.

No. of Main Boilers 3 SB Boilers, when made (Main) 1918. (Donkey) --
Owners Osaka Syosen Kabusiki Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Osaka Syosen Kabusiki Kaisya. Port Osaka. Voyage --

No. of Donkey Boilers -- Managers Osaka Syosen Kabusiki Kaisya. Port Osaka. Voyage --
Steam Pressure in Main Boilers 200 lbs. if Surveyed Afloat or in Dry Dock Both Chikko Dock.
(State name of Dock.)

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) LMC

(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? Yes.

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? --

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 October, 1940. 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? --

Has screw shaft now been drawn and examined? No 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 ~~bearing metal~~ bearing metal of stern bush and top of after bearing of screw shaft 1/1000".

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

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 Complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

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

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.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine, M.P. cylinder, lined up and piston packing rings - renewed. Its crank pin skimmed up and brasses - remetalled.

Other minor repairs and adjustments effected.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel

(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.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 120 lb., F.D., &c.)

are in good condition and eligible, in our opinion, to be continued as classed with fresh record of

L.M.C. 10. 40

Survey Fee (per Section 29) Yen: 225:00 Fees applied for 30/10/40

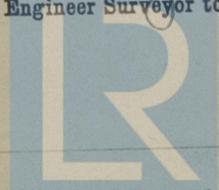
Special Damage or Repair Fee (if any) -- Received by me, 19

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

Committee's Minute TUE 11 FEB 1941

Assigned + Limb. 10.40

K. Takabayashi
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

CERTIFICATE WRITTEN

007679-007687-0148

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

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

At dock 640. Held
Survey held on engine
Hull repairs effected

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

+ June 10 40

Ther
7.2.41



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