

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

26061 on the Machinery of the ~~Woodcock~~ Steel S/S "HIMALAYA MARU".

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

Nominal Horse Power { 494 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918.
(Donkey) --

No. of Main Boilers 3 SB Owners Osaka Syosen Kabusiki Kaisha. Owners' Address Osaka. Voyage --
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers --

Steam Pressure in Main Boilers 200 lbs. if Surveyed Afloat or in Dry Dock Both Chikko Dock.
(State name of Dock.)

in Donkey Boilers --

Last Report No. PortParticulars 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.)

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.

" " Donkey " " " --

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.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

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

Did the Surveyor examine the drain plugs of the Main Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

Has screw shaft now been drawn and examined? No

Has shaft now been changed? -- If so, state reasons --

Has the shaft now fitted been previously used? --

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.

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. 140 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 + 10.40

K. Takadaya S. A. Ima
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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 6.40. Held
Survey, held on engine
Hull repairs effected

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

+ June 10 40

Thur
7.2.41



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