

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

(Received at London Office MAR 30 1940)

Date of writing Report 4/3/40 When handed in at Local Office 4th Feb 1940 Port of Kobe.

No. in Book 29 Survey held at Tama. Date, First Survey 15/2/40 Last Survey 29/2/40 (No. of Visits Three.)

on the Machinery of the ~~Steel~~ Steel M.S. "NITIYO MARU".

Management { Gross 7509 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1934 3mo.
Net 5513 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1934.

Nominal Horse Power { 839 NHP Boilers, when made (Main) -- (Donkey) 1934.

of Main Boilers -- Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1 Managers -- Port Tokyo. Voyage --

Working Pressure -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Main Boilers -- (state name of Dock.) Tama Dock.

Donkey Boilers 120 lbs.

Previous Report No. -- Port -- PART LMC (CS) & DBS

Particulars of Examination and Repairs (if any) Carrying cargo oil F.P. above 150°F. in deep tanks.

Radical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 sides 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 --

Has 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? --

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 these parts of each Boiler? --

Date of latest date of internal examination of each boiler February 1940. Present condition of funnel(s) Good.

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? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boiler? Yes.

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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 2 m/m.

Is electric light and power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Not complete.

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

WORK DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Main and Auxiliary Machinery opened up for survey as follows, examined, found or now placed in good condition.

Main Engine:-

Nos.1 & 2 cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends and scavenging pumps.

Nos.1, 2 & 3 crank shaft journals.

Thrust and intermediate shafts.

Auxiliaries:-

Starboard Aft Dynamo Engine - all parts.

Port Dynamo Engine - all parts. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this vessel are in good condition and eligible, in my opinion, to be continued as classed, LMC (CS)

37. be retained with fresh under date 2, 40. and A.S. 2, 40.

Survey Fee (per Section 29) Yen 150:00 Fees applied for 29/2/40

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

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI 12 APR 1940
Assigned S.B.S. 2.40
C.S. 2.40



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

CONTINUOUS SURVEY

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

Auxiliaries:-

Aft auxiliary compressor - all parts.

Forward starting air receiver - internally.

Pumps:-

Forward combined Jacket and Piston Cooling Pumps.

Aft Lubricating oil pump.

Bilge pump.

Starboard fuel oil daily service tank for main engine - internally.

The 1 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 burning installation for donkey boiler examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

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