

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

(Received at London Office - 9 SEP 1941)

Date of writing Report 4th July 1941 When handed in at Local Office 4/7/1941 Port of Kobe

No. in Reg. Book. 63929 Survey held at Osaka Date, First Survey 20/5/41 Last Survey 1/7 1941 (No. of Visits)

on the Machinery of the ~~Ward, Brown & Co.~~ Steel M/S "SHELL MARU"

Tonnage Gross 140 Net 81 Vessel built at Harima Amsterdam By whom Kobe Steel Works When 1926, 7 mo.

Nominal Horse Power 49 NHP Engines made at Harima By whom Kobe Steel Works When 1926

No. of Main Boilers Owners Teikoku Sempaku K. K. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port Kobe Voyage

in Main Boilers If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Ohara Zosen-sho

in Donkey Boilers

Last Report No. Port Particulars of Examination and Repairs (if any) LMC, TS, SRL.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

a 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?

Donkey

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

so 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

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? To what pressure were they afterwards adjusted under steam?

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

Is screw shaft now been drawn and examined? Yes 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 July 1941 State the distance between lignum vitae and bearing metal of stern bush and top of after bearing of screw shaft 35/100 mm.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

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

W DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail Shaft with two liners examined and found in good condition.

All cylinders, pistons and covers, valves, connecting rods, top and bottom ends, crank pin, clutch coupling and their bearing brasses, bilge and sanitary pumps, hand F.O. transfer pump, air bottles and 2 F.O. tanks opened up and examined and found or now placed in good condition.

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

(Continued)

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of LMC 7.41.

Condition and eligible in my opinion to be continued as classed with fresh record of LMC 7.41.

and Tail Shaft seen 6.41.

Fee (per Section 29) Yen 120.00 Fees applied for 4/7 1941

Yen 20.00 (Electrical Survey) (See Hull Rpt.)

Receiving expenses (if chargeable)

Committee's Minute

signed + Lmc 7.41

TUE. 7 OCT 1941

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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Port of Kobe

(2) (MACHINERY)
Continuation of Report No. 1857 dated 4th July 1941 on the "SHELL
MARU"S. R. L :- Generator coil and wiring renewed where necessary and tested.REPAIRS DUE TO WEAR AND TEAR:-

2 cylinders bored out and pistons renewed.

Other minor repairs and adjustment effected. *hvk*

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Lloyd's Register
Foundation

S.P. no 1 due 3.42 Steel

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

+ Linc. 7.41

S 7.41

IRm

2.10.41

SCREW SHAFT FITTED
WITH JOINTED C.L.T.



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