

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

(Received at London Office)

FEB 12 1941

Date of writing Report 27th Dec. 1940. When handed in at Local Office 27th Dec. 1940. Port of

YOKOHAMA

No. in Reg. Book. Survey held at YOKOHAMA Date, First Survey and Last Survey 17th Dec. 1940. (No. of Visits One)

61587 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "NANIWA MARU"

Tonnage { Gross 47
Net 23
Nominal Horse Power 49

Vessel built at Tama By whom Mitsui Bussan K.
Engines made at Holland By whom Kromhout
Boilers, when made (Main) x (Donkey) xxx

No. of Main Boilers x Owners Teikoku Senpaku K.K. Owners' Address x
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers x Managers The Rising Sun Petroleum Co., Ltd. Port Kobe Voyage x
Steam Pressure in Main Boilers x
in Donkey Boilers x

If Surveyed Afloat or in Dry Dock Slipway
(State name of Dock.) Yokohama Kosakusyo.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC(M)

(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 x

Was a damage report made by anyone else? If so, by whom? x

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

" " Donkey " " " x

If this was not done, state for what reasons? x

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

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? x

State latest date of internal examination of each boiler x

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? x

To what pressure were they afterwards adjusted under steam? x

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

To what pressure were they afterwards adjusted under steam? x

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

, and of the Donkey Boilers? x

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

, and of the Donkey Boilers? x

Did the Surveyor examine all the mountings of the Main Boilers? x

, and of the Donkey Boilers? x

Has screw shaft now been drawn and examined? x Is it fitted with continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

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

Has the shaft now fitted been previously used? x Has it a continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

State date of examination of Screw Shaft 11-39 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 1000"

Is electric light and/or power fitted? x

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? x

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

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 on slipway, propeller, aft end of stern bush, sea cocks and valves examined and found or now placed in good condition.

Main engine, cylinders(2), pistons, covers, valves, gears, connecting rods, their top and bottom end brasses, whole crank shafting also All main bearings clutch and reversing gears thrust and intermediate shafts and bearings and pumps, examined and found in good order.

Electric generators and wiring, air compressor, 2 air bottles, fuel oil tank and connections examined externally and found in good order.

Repairs due to wear and tear:- Two sea valves proper renewed.

Interim Certificate issued - copy attached.

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(M) 12-40.

(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, B.S. 0, 11, B.&M.S. 0, 11, L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

condition and eligible in my opinion to be continued as classed with fresh record of LMC(M) 12-40.

Survey Fee (per Section 20) ¥ 30.00: Fees applied for 26-12-1940
Special Damage or Repair Fee (if any) £ x: Received by me, 19
Travelling expenses (if chargeable) ¥ 2.00:

Committee's Minute

Assigned + Lmb 12.40

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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L.S. no 1 due 11.41 Now held

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

+Line. 12 40

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13.2.41



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