

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

(Received at London Office)

Date of writing Report 12th July, 1940. When handed in at Local Office 12th July, 1940. Port of **YOKOHAMA**

No. in Reg. Book **30702** Survey held at **YOKOHAMA** Date, First Survey 8th June, Last Survey 8th July, 1940. (No. of Visits **Four**)
on the Machinery of the ~~Wood, Iron or Steel~~ **S.S. "NORWAY MARU"**

Tonnage } Gross **5832** Vessel built at **Kobe** By whom **Kawasaki Dkyd Co, Id.** When **1920-4**
 } Net **4229** Engines made at **Kobe** By whom **Kawasaki Dkyd Co, Id** When **1920**
Nominal Horse Power **440** Boilers, when made (Main) **1920** (Aux. **Donkey**) **1920**
No. of Main Boilers **2 SB** Owners **Kawasaki Kisen K.K.** Owners' Address **x**
 Aux. **1 SB** Managers **x** (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers **1 SB** Port **Kobe** Voyage **x**
Steam Pressure in Main Boilers **200 lbs** If Surveyed Afloat or in Dry Dock **Both**
 in Donkey Boilers **200 lbs** (State name of Dock.) **Asano Dock.**

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **IMC & TS**

(Periodical surveys, when held, must be reported in detail and serialim 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? **Yes**

" " **Aux. Donkey** " " " " **Yes**

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 **All 12/6/40.** Present condition of funnel **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 **Aux. Donkey** Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **200 lbs.**

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

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? **Yes** and of the **Aux. Donkey** Boilers? **Yes.**

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? **Yes.**

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 **8-6-40** State the distance between ~~11500~~ bearing metal of stern bush and top of after bearing of screw shaft **1/8"**

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **Yes.**

Has 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 **Complete.**

Now done:- Vessel placed in dry dock, propeller, 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.

Tail Shaft without liner examined and found or now placed in good condition.

Engine and boilers opened up for survey:

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.

All main steam pipes and a selected number of auxiliary steam pipes tested by hydraulic pressure to 400 lbs/sq. inch and copper pipes annealed. Continued.

General Observations, Opinion, and Recommendation:-

(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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of **L M C 7-40**, and Tail Shaft (OG) seen 6-40.

Survey Fee (per Section 20) £ 320.00
Special Damage or Repair Fee (if any) £ :
Travelling expenses (if chargeable) £ 3.50
Fees applied for 9-7-1940
Received by me, 19

Committee's Minute TUE. 10 SEP 1940
Assigned + done 7.40

M. Higgins
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

Se.S. "NORWAY MARU".

Now done :- (continued)

The two main and one auxiliary 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.

Dynamo engines, generators, switch board, switch gears, cables and fuses examined and electrically tested by Megger and found or now placed in good order.

Repairs due to wear and tear:-

Main engine LP cross guide shoe renewed.

Bilge plunger pump barrel renewed.

HP cross pin skim up and retalled.

HP piston rod skimm up.

Ballast pump water cylinder renewed.

Weir's pump port side water barrel renewed.

Dynamo engine cyl. boring and rings renewed.

Governer pin renewed.

Port main boiler centre furnace side seam repaired.

110 ps. of smoke (plain) tubes renewed.

19 small stays and 35 nuts renewed.



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