

DUPLICATE

No. 11645

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

(Received at London Office MAY -2 1941)

of writing Report 29/10/40. When handed in at Local Office 30 Oct. 1940. Port of Kobe.
 Survey held at Kobe. Date, First Survey 15/10/40 Last Survey 28/10/1940.
 on the Machinery of the ~~Hook, Iron~~ Steel M.S. "CANBERRA MARU". (No. of Visits Three.)

Gross 6477 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1936 6mo.
 Net 3858 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1936.
 1231 NHP Boilers, when made (Main) -- (Donkey) 1936.
 in Boilers -- Owners Osaka Syosen Kabusiki Kaisya. Owners' Address
 key Boilers 1 Managers Port Osaka. Voyage
 ssure -- If Surveyed Afloat or in Dry Dock Both
 Boilers -- Mitsubishi Dock.
 ey Boilers 100 lbs. (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) COMPLETION OF LMC(S) & DBS.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

re cases where the Surveyor has not made a special damage report he is required to state whether he and his services for this purpose, and why they were declined --

amage report made by anyone else? If so, by whom? --

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

" Donkey " " Yes.

s not done, state for what reasons? --

parts of the Boilers could not be thus thoroughly examined? --

special means, in the absence of internal examination, were adopted by the }
 r to assure himself of the thorough efficiency of those parts of each Boiler? }

st date of internal examination of each boiler

October, 1940. Present condition of funnel(s) Good

urveyor examine the Safety Valves of the Main Boiler? --

To what pressure were they afterwards adjusted under steam? --

urveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 100 lbs.

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? --

, and of the Donkey Boilers? Yes.

urveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boilers? --

urveyor examine all the mountings of the Main Boilers? --

, and of the Donkey Boilers? Yes.

w 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? }

t now been changed? -- If so, state reasons --

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? }

e of examination of Screw Shaft --

State the distance between lignum vitae ~~of the~~ of stern bush and top of after bearing of screw shaft 2.5 m/m.

ngine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes.

1 the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Yes. (See below)

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

Yes.

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

Complete.

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

Main and Auxiliary Machines opened up as follows, found or now placed in good order.

MAIN ENGINE:-

Nos.3 & 6 cylinders, pistons, valves, gears and covers, connecting rods and top & bottom ends.

Nos.1, 4, 5 & 8 crankshaft journals.

Secondary crankshaft, pins and journals.

Thrust and Intermediate shafts.

(P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this 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.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
 el, are in good condition and eligible, in our opinion, to be continued as classed with fresh
 rd of L.M.C. (G.S.) 10, 40. and D.B.S. 10, 40.

y Fee (per Section 29) Yen 100:00

ectrical Survey,

Yen 140:00

(per Section 29)

iling expenses (if chargeable) (See Hull Report)

ommittee's Minute

igned

FRI. 23 MAY 1941

+ Lmb. CS 10.40

10.40

D.B.S. 10.40

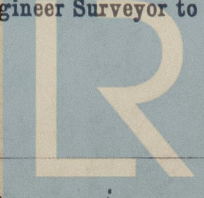
CERTIFICATE WRITTEN

Fees applied for 28/10/1940

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009469-009480-0260 1/2

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:-

turbo blower.

No.3 (Aft) auxiliary oil engine - all parts.

No.1 (Outboard) air compressor - all parts.

Emergency compressor.

No.2 (Aft) starting air receiver.

Auxiliary starting air receivers.

No.2 (Aft) Jacket cooling pump.

No.2 (Aft) Lubricating oil pump.

Bilge and Sanitary pump.

Feed pumps.

No.2 (Aft) oil fuel transfer pump.

Ballast pump.

Port oil fuel settling tank - internally.

Oil fuel service tanks for main engine and donkey boiler -internally.

Pumping arrangements examined and found in good condition.

The steam pipes were examined in place and found in order.

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

The 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 pumps, opened out, examined and found in good order. The oil fuel tank, valves, pipes and deck controls for the oil fuel burning installation and fire extinguishing apparatus examined and found in order.

The installation afterwards examined under working conditions and found satisfactory.

S.R.L.:- *LMC(CS) - now completed its cycle.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine, Nos.3 & 6 exhaust liners, top and bottom, renewed on account of wear. Marked:-

TOP LINERS:-

No.3.	
: No.7649 - A	:
: LLOYD'S TEST	:
: W.T.P. 70.5 Kgs.	:
: 14-6-40.	:
: Y.H. LR	:

No.6	
: No.7649 - B	:
: LLOYD'S TEST	:
: W.T.P. 70.5 Kgs.	:
: 14-6-40	:
: Y.H. LR	:

BOTTOM LINERS:-

No.3	
: LLOYD'S TEST	:
: No.7729 - A	:
: W.T.P. 70 KGS	:
: 28-9-40	:
: S.A. LR	:

No.6	
: LLOYD'S TEST	:
: No.7729 - B	:
: W.T.P. 70 KGS	:
: 28-9-40	:
: S.A. LR	:



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Lloyd's Register
Foundation

Completed
 Thursday 10.40
 29/10/40
 Chapin 036
 10/10/40
 The Surveyor's Report
 states that many
 air screws there are
 for the Air Supply
 but see
 10/10/40