

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

(Received at London Office _____)

Date of writing Report 2/5/ 19 40. When handed in at Local Office 2nd May 1940 Port of Kobe.

No. in Reg. Book 30494 Survey held at Osaka. Date, First Survey 16/4/40 Last Survey 27/4/ 19 40.
(No. of Visits Four.)

Tonnage { Gross 3017 Net 1824 on the Machinery of the ~~Wood Iron~~ Steel S.S. "NISUYAMA MARU".

Vessel built at Nagasaki. By whom Matsuo Iron Wks, & Dkyd. When 1921 2mo.

Engines made at Nagasaki. By whom Matsuo Iron Wks. & Dkyd When 1921.

Nominal Horse Power { 264 NHP Boilers, when made (Main) 1921 ~~Donkey~~ (AUXY). See below.

No. of Main Boilers 2 SB Owners Itaya Syosen Kabushiki Kaisha. Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers _____ (State name of Dock.) Naniwa Dock.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC & TS

Periodical Surveys, when held, must be reported in detail and seriatim 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 --

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? Yes.

Do. " AUXY. " " " See below.

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

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

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? --

State latest date of internal examination of each boiler April 1940. 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? 180 lbs.

Did the Surveyor examine the Safety Valves of ~~Donkey~~ Boiler? Auxy. See below. To what pressure were they afterwards adjusted under steam? --

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

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? Yes. and of the ~~Donkey~~ Boiler? See below.

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

Has shaft now been changed? No. 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? --

State date of examination of Screw Shaft. Apr. 1940. State the distance between lignum vitae or ~~packing~~ of stern bush and top of after bearing of screw shaft Close fit.
Is electric light fitted. YES.

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

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

Tail shaft with continuous liner examined and found in good condition.

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.

The 2 Main 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.

NOTE:- The auxiliary boiler has been removed ashore at the Owners' request at this time.

The N.H.P. is now 264.

The notation regarding the boilers of this vessel in the Column 13 of the Register Book to be altered as follows:-

" 2 S.B. 6 pf. G.S. 111 sq.ft. H.S. 4005 sq.Ft. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (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, or L.M.C. 0,11, 140 lb., F.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

L.M.C. 4, 40. and Tail Shaft (CL) seen 4,40.

Survey Fee (per Section 20) Yen 225:00 Fees applied for 30/4/ 19 40
Special Damage or Repair Fee (if any) -- : --
(per Section 20.)
Travelling expenses (if chargeable) (See Hull Report) Received by me, _____
19 _____

Committee's Minute FRI. 21 JUN 1940
Assigned + Lmb. 4. 40

J. A. [Signature]
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 _____

