

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

30494 on the Machinery of the ~~Wood Iron~~ Steel S.S. "NISIYAMA MARU".

Tonnage { Gross 3017
Net 1824 Vessel built at Nagasaki. By whom Matsuo Iron Wks. & Dkyd. When 1921 2mo.

Nominal Horse Power { 264 NHP Engines made at Nagasaki. By whom Matsuo Iron Wks. & Dkyd When 1921.
Boilers, when made (Main) 1921 ~~XXXXXX~~ (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.)
Port Tokyo. Voyage

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

Last Report No. Port LMC & TS

Particulars of Examination and Repairs (if any)

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

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 ~~Main~~ 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 ~~Main~~ Boilers? See below.

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

-- , and of the ~~Main~~ Boiler? --

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

Yes. , and of the ~~Main~~ 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 ~~XXXXXX~~ 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.

NOW DONE:- 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) -- : --

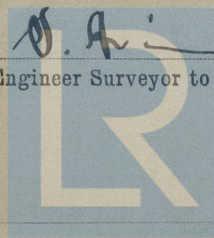
Travelling expenses (if chargeable) (See Hull Report)

Received by me, 19

Committee's Minute FRI. 21 JUN 1940

Assigned + Lmb. 4. 40

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009580-009589-0146

*It is examined
Auxiliary Boilers taken ashore
for minor repairs*

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

*Value 4.40
£4.40*

*delete 14m 500.
Auxiliary 5 1/2 HP. 14.4000
6 1/2 26 1/2 HP.*

*200
18/6/40*

REPAIRS DUE TO WEAR AND TEAR:-

Steering engine:-

Both slide casings rebored and slide valves-renewed.

15 condenser tubes-renewed.

Main stop valve seat of the Starboard Main Boiler - renewed.

Bottom half of stern bush - re-wooded.

Other minor repairs carried out.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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