

## PORT OF SURVEY FOR REPAIRS

## ENGINES AND BOILERS

London Office

17 MAR 1950

of writing Report 14th Feb. 19 When handed in at Local Office

Port of KOBE

Survey held at Tamano, Japan

Date 8th Nov. 14 Last Survey 15th Jan. 1950  
(No. of Visits 9)on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "ARIMASAN"

Year. Month.

Gross 8696 Vessel built at Tamano By whom Mitsui Bussan K. Ltd. When 1937  
 Net 5263 Engines made at Tamano By whom Mitsui Bussan K. Ltd. When  
 (Donkey)  
 Boilers, when made (Main) Owners Mitsui Sempaku K.K. Owners' Address  
 (if not already recorded in Appendix to Register Book)  
 Main Boilers Donkey Boilers -- Managers Port Tokyo Voyage  
 Pressure -- If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock) Mitsui Dock, Tamano  
 Main Boilers Donkey Boilers

Report No. Port

## Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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

Damage report made by anyone else? If so, by whom?

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

Donkey " " " " Yes

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

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?

Latest date of internal examination of each boiler.

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 100 lbs/sq.in.

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. 16/12/49 State the wear down in the bush. Rewooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
 Engine parts, when referred to by numbers, should be counted from forward.

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

Done:- Vessel placed in drydock. Propeller, sea connections and their fastenings, examined and found in good condition.

Screw shaft drawn in and examined and found in good condition.

Engine:- All Cylinder liners, covers, valves and valve gears, pistons, rods top and bottom ends Crank shafts and bearings thrust and intermediate shafts, examined and found in good condition.

Auxiliary Diesel Engines:- No.1 S. outboard, No.2 S. inboard, No.3 Port inboard and No.4 Port inboard. Diesel Engines examined in their entirety and found or now placed in good condition.

Pumps and pumping arrangements examined and found or now placed in good condition, tried out under working conditions and found satisfactory.

2 main starting air receivers and one Auxiliary starting air bottle, examined internally and externally and found in good condition.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition (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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lbs., FD, &c.) CS 3,34, P.T.O.

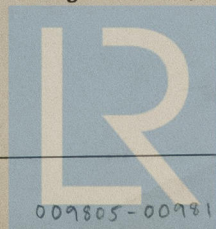
Eligible in our opinion to be worthy of classification with a record of LMC CS 1-50 DBS 1-50 (100 lbs/sq.in) and Screw shaft C.L. seen 12-49 in the Register Book.

Fees (per Section 29) £ 295,885- Fees applied for  
 Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Working expenses (if chargeable) £ : :  
 Received by me, £ : :  
 See Hull Rpt.

Surveyor's Minute 5 MAY 1950

LMC 1.50 subject  
 DBS 1.50 5 12.49

M. Samakura for self + R. Rodger.  
 Engineer Surveyor to Lloyd's Register of Shipping.



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009805-009814-0063

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

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



2 main and one Auxiliary Compressors, including blower, examined in their entirety and found in good condition. All separate F.O. tanks examined internally and externally and found in good condition. All L.O. and water coolers and Auxiliary Condenser opened up, examined and found in good condition. Electrical installation examined and tested as required by the Rules and found satisfactory. Donkey Boiler, examined in its entirety together with all mountings doors and fastenings and found in good condition. Boiler examined under steam and safety valves adjusted as stated above. Steam and feed water pipes examined and tested as per Rules and found sound and good. Oil fuel burning installation with valves and deck controls examined under working condition and found in good condition.

Steam smothering equipment in engine room examined and found in good condition.

Repairs due to wear and tear:- Stern tube lignam vitae renewed.

Nos. 1 & 2 crossheads remetalled.

Nos. 1 & 4 Auxiliary Diesel Engine:- Crank journals and pins skimmed up and bearings remetalled.

Fire extinguishing apparatus:- Steam pipes newly fitted under Donkey boiler as required by the Rules. Other minor repairs effected.

Note:- As only one spare bronze propeller blade is placed on board, one new bronze blade is under manufacture to meet the requirement of the Rules.

Although present Auxiliary Diesel Engines are in satisfactory working condition, the Owners are preparing to replace them with modern type of Auxiliary Diesel Engines within twelve months.

Interim Certificate issued, copy attached.

*No First Entry Reports required in addition to existing  
B.C. First Entry Books. See letter 24/1/50.*



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