

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

MAR 2 1940

(Received at London Office)

Date of writing Report 18/1/40 When handed in at Local Office 19th Jan 1940 Port of Kobe.

Survey held at Innoshima. Date, First Survey 22/12/39 Last Survey 28/12/39
(No. of Visits Three.)

Book. 3002 on the Machinery of the Wood, Iron or Steel S/S "DAIGEN MARU No.3".

Gross 5256 Vessel built at Port Glasgow. By whom Russell & Co. Ltd. When 1908 9mo.
Net 4042 Engines made at Greenock. By whom J.G. Kicaid & Co. Ltd. When 1908

502 NHP Boilers, when made (Main) 1908 (Donkey) --

of Main Boilers 3 SB Owners Namura Kisen Goshi Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers -- Managers Taiyo Kaiun Kabushiki Kaisha. Port Hutyu. Voyage --

Pressure 180 lbs If Surveyed Afloat or in Dry Dock In Dry Dock.
Main Boilers -- (State name of Dock.) Innoshima Dock.

Donkey Boilers --

Report No. Port LMC, TS & DAM.

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

Radical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides 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.

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 Dam.Rept. - declined.

Is 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

Was this not done, state for what reasons? --

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

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 December 1939.

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? -- 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? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? -- , and of the Donkey Boiler? --

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? --

Is 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.

Is shaft now been changed? No If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Is 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 Dec. 1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Is electric light and/or power fitted? Yes.

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

Is the Survey 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 3 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.

REPAIRS DUE TO DAMAGE stated caused by grounding on the 11th December 1939, whilst vessel arriving

at a port (not named). Damage Report not requested.

After end bearing of thrust block found scored due to overheating - thrust shaft in way

slightly skimmed up, bearing metal renewed and thrust block re-set.

(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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or

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

LMC. 12, 39.

Survey Fee (per Section 29) Yen 275;00 Fees applied for 1/1/40

Special Damage or Repair Fee (if any) (See Hull Report) (See Hull Rept.) Received by me, 19

Travelling expenses (if chargeable) (See Hull Rept.)

Committee's Minute FRI 8 MAR 1940

Assigned + dmb 12.39

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

059227. 059233. 0248 1/2

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

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

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush rewooded (lower half only).

M.P. valve spindle skimmed up and neck and gland bushes renewed.

2 main engine holding down bolts - renewed.

3 combustion chamber screw stays - renewed.

Other repair of a minor nature effected.

G.K.