

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

(Received at London Office)

FFP 12 1371

Date of writing Report 27th Dec. 1940. When handed in at Local Office 27th Dec. 1940. Port of YOKOHAMA  
 No. in Reg. Book. 80521 Survey held at YOKOHAMA Date, First Survey 16th Dec. Last Survey 27th Dec. 1940.  
 on the Machinery of the Wood Iron or Steel Sc. M.S. "NOTO MARU" (No. of Visits Three)

Tonnage { Gross 7191 Vessel built at Nagasaki By whom Mitsubishi Jukogyo K. Id. When 1934-10  
 Net 4311 Engines made at Nagasaki By whom Mitsubishi Jukogyo K. Id. When 1934  
 Nominal Horse Power 1851 Boilers, when made (Main) X (Donkey) 1934 Ld.  
 No. of Main Boilers X Owners Nippon Yusen K.K. Owners' Address X  
 No. of Donkey Boilers 1 Managers X (if not already recorded in Appendix to Register Book.)  
 Steam Pressure xxx in Main Boilers X Port Tokyo Voyage X  
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) M.J.K. Yokohama Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) CS DBS

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 X

Was a damage report made by anyone else? If so, by whom? XDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? X

" " Donkey " " " Yes

If this was not done, state for what reasons? XAnd what parts of the Boilers could not be thus thoroughly examined? XAlso 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? XState latest date of internal examination of each boiler 23-12-40.Present condition of funnel GoodDid the Surveyor examine the Safety Valves of the Main Boiler? XTo what pressure were they afterwards adjusted under steam? XDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? 100 lbs.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? X, and of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? XDid the Surveyor examine all the mountings of the Main Boilers? X, and of the Donkey Boilers? YesIs screw shaft now been drawn and examined? X Is it fitted with continuous liner? XIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? XIs shaft now been changed? X If so, state reasons XIs the shaft now fitted been previously used? X Has it a continuous liner? XIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? XState date of examination of Screw Shaft 12-38 State the distance between lignum vitae XXXXXX of stern bush and top of after bearing of screw shaft 2 m/m

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

Is electric light and/or power fitted? XIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? XWas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done It is stated that the continuous oil engine survey will be advanced at every opportunity.

Parts now examined as part CS: ;

Main engine:- Nos. 2 & 3 cylinders, pistons, covers, valves and gears, crank pins and brasses, Nos. 4 & 6 crossheads, guides, brasses, connecting rods, Nos. 1 & 6 main crank shaft journals and bearings.

Main thrust shafting in complete.

Intermediate shafting in complete.

After main generating engine, All cylinders, pistons, covers, valves and gears, rods, crank shafting, main bearings.

Pumps. No. 1 jacket cooling pump, No. 1 piston cooling pump and their coolers. General service pump. Feed pump. Continued.

General Observations, Opinion, and Recommendation:— The machinery and boiler 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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

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

D.B.S. 12-40, now and T M C - C S with date when the survey has been completed.

Survey Fee (per Section 29) £ 80.00:

Special Damage or Repair Fee (if any) £ X:

Travelling expenses (if chargeable) £ 2.00:

Fees applied for 27-12-1940

Received by me, 19

Committee's Minute

Assigned

CS.  
1.40  
27.12.40

TUE 25 FEB 1941

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

010004- 010011- 0180 1/2

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

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



Sc.M.S. "NOTO MARU"

Now done:- Vessel placed in dry dock, propeller aft end of stern bush, sea cocks, and valves with their shell fastenings examined and found in good order.

Donkey boiler/<sup>was</sup> examined throughout with all mountings and doors, and found in good order.

Afterwards its safety valves adjusted under steam pressure as stated above.

Repairs due to wear:-

2 cylinder liners for aft (No.3) main generating engine renewed.

Marks on the castings found as thus:-

One for No.2

LLOYD'S No.2704B

WTP 100 KG F.I. 16-8-40

One for No.6

LLOYD'S No.2704A

WTP 100 Kg F.I. 16-8-40.

Interim Certificate issued - copy attached.



Apr. 1.41 Held

C.P. advanced

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

Apr. 12.40

It is submitted that  
this vessel is eligible for fresh  
RECORD of Survey  
1.40 for the oil engines

Thus

21.2.41

To Rm. Aff. auxiliary  
engines



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Foundation