

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

9 - MAY 1941

(Received at London Office)

Date of writing Report 26/3/41 When handed in at Local Office 29th Mar 41 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 17/2/41 Last Survey 3/3/1941
(No. of Visits Three.)

78667 on the Machinery of the ~~Kind Iron~~ Steel S/S "MACASSAR MARU".

Gross 4026 Vessel built at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd When 1920 12mo.
Net 2519 Engines made at Kobe. By whom Mitsubishi Zosen K.K. When 1920.

Nominal 342 NHP Boilers, when made (Main) 1920. (Donkey) --

No. of Main Boilers 2 SB Owners Nanyo Yusen Kabushiki Kaisha. Owners' Address Port Tokyo. Voyage --
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers -- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.

in Donkey Boilers -- Last Report No. Port

Particulars of Examination and Repairs (if any) TS

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? --

" " Donkey " " " " Not submitted for survey at this time.

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 --

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

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? -- and of the Donkey Boilers? --

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

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

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

Has 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? --

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 Feb. 1941. State the distance between ~~between~~ bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Is electric light ~~applied~~ fitted? Yes.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

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 with oil packing gland at aft end of

tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in

good condition.

The tail shaft, without liner, examined and found or now placed in good condition.

Repairs due to Wear & Tear:-

The tail shaft skimmed up and whole oil packing metals - renewed and replaced in good

order.

Other minor repairs and adjustments effected.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now

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

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

of Tail Shaft (OG) seen 2,41.

Survey Fee (per Section 29) Yen 35:00 Fees applied for 13/3/41

Special Damage or Repair Fee (if any) -- Received by me, --

Travelling expenses (if chargeable) (See Hull Report). 19 --

Committee's Minute FRI. 23 MAY 1941

Assigned As now

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010103-010114-0145

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

L 2.41

Ym
21.5.41



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Foundation

Police for sailing to, or, directed to, vessels to trace
of engines and boilers.