

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

(Received at London Office)

Date of writing Report 21st Dec. 1939 When handed in at Local Office 21st Dec. 1939 Port of SHIMONOSEKI.No. in Reg. Book. 30528 Survey held at SHIMONOSEKI. Date, First Survey 24th Nov. Last Survey 15th Dec. 1939 (No. of Visits 4)on the Machinery of the ~~Kondanku~~ Steel Single Screw Steamer "N I T I R Y U" M A R U.Tonnage { Gross 5447 Vessel built at Tsurumi By whom Asano S.B.Co.Ld. When 1919 5mo
Net 3406Nominal Horse Power { 513 Engines made at Kobe By whom Kobe Steel Works When 1919No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) /No. of Donkey Boilers / Owners Nissan Kisen K.K. Owners' Address /Steam Pressure in Main Boilers 200 lbs Managers / Port Tokyo Voyage /in Donkey Boilers / If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Report No. / Port /Particulars of Examination and Repairs (if any) Docking, LMC and 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? Yes" " Donkey " " " /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 25th November 1939 Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbsDid 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 the drain plugs of the Main Boilers? / , and of the Donkey Boiler? /Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? /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? /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 24-11-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fitEngine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? YesIf 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, aft end of 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, chests, rods, crank, thrust & intermediate shafting,condensers, pumps, piping & pumping arrangements examined & 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 on the 15th December 1939.Repairs due to wear & tear:- Bottom half of stern bush lignum vitae renewed.Water cylinder of general service pump renewed.Port boiler:- Fore end plate corroded and cracked at lower flange, crack cut out & E.welded.Port wing furnace goose neck grooved, cut out and E.welded. 4 smoke tubes renewed.Centre boiler:- One bottom blow valve box renewed. P & C furnaces goose neck grooved cut out E.Welded.Stat. boiler:- 4 small stays renewed. One smoke tubes renewed. Other minor repairs & adjustment effected.General Observations, Opinion, and Recommendation:-

(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.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of LMC, 12-39 and "Tail shaft (CL) seen 11.-'39".Survey Fee (per Section 29) £ 275:00 Fees applied for 18. 12 19 39Special Damage or Repair Fee (if any) £ / : Received by me, /Travelling expenses (if chargeable) £ / : 19 /Committee's Minute /Assigned /

TUE. 13 FEB 1940

+ Lmb. 12. 39

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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