

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 1st May, 1952. When handed in at Local Office 1952. Port of KOBE. **10 MAY 1952**

Survey held at Kobe Date First Survey and Last Survey 15th Feb., 1952. (No. of Visits 1)

on the Machinery of the ~~WYOMING~~ Steel "NIPPON MARU"

Age { Gross ~~6360.00~~ Vessel built at Kobe By whom Kawasaki Dockyard Co., Ltd. When 1951 Month 12

Net ~~3980.10~~ Engines made at Kobe By whom " When 1951 Month 12

Principal Power { ~~1096.939~~ Boilers when made (Main) 12-1951 (Donkey) -

Main Boilers 2 Owners Nippon Kaiun K.K. Owners' Address Kobe, Japan

Donkey Boilers - Managers (if not already recorded in Appendix to Register Book.)

Pressure - If Surveyed Afloat or in Dry Dock Afloat Port Kobe Voyage

Main Boilers 22 kg/cm<sup>2</sup> (state name of Dock.) (Kawasaki Dockyard)

Donkey Boilers 455 lb. (opt 440 lb.)

Report No. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Boiler & Machinery repairs

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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 through examination at this time?

Reasons for what reasons? 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? Survey confined to items below.

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? To what pressure were they afterwards adjusted under steam?

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

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?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? 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. State the wear down in the bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

Tests, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. See below

Items due to wear & tear:- It is reported that the Superheater coils of port boiler fractured. leaving Yokohama for U.S.A. at the 1st voyage & has been plugged at that time.

Complete set of superheater coils of port boiler have now been renewed and tested on completion & found sound & tight.

Stage feed heater tubes fractured at 1st voyage & had been plugged at that time, & complete set of heater tubes has now been renewed and tested on completion & found sound & tight.

Observations, Opinion, and Recommendation:- The machinery & boilers of this ship are in good condition & eligible in my opinion to be continued as classed (class contemplated) without fresh survey.

(per Section 23) £ 10,000. Fees applied for

Attendance £ 500. Received by me

Surveyor's Minute TUES. 23 SEP 1952 As m.v.

*R. Tabuchi*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation

010300 - 010308 - 014

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

All Port boiler superheater coils + 3rd stage  
feed heater tubes removed.

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

LM  
25.8.52



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