

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

(Received at London Office AUG 31 1940)

Date of writing Report 6/7/ 19 40. When handed in at Local Office 15th July 19 40 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 11/6/40 Last Survey 4/7/ 1940.
g. Book. 6711 on the Machinery of the Wood, Iron or Steel S/S "ITALY MARU" (No. of Visits Four.)

Age { Gross 5859 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 10mo.
Net 4258 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.
Principal Power { 437 NHP Boilers, when made (Main) 1919. (~~DECK~~) (AUXY) 1919.
of Main Boilers 2 SB Owners Tamai Syosen Kaisya, Ltd. Owners' Address
AUXY. Managers (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1 SB Port Kobe. Voyage
Main Pressure-Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
Main Boilers 200 lbs Innoshima Dock. (State name of Dock.) precisely as in Register Book & Supplements).

Latest Report No. _____ Port _____

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

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined

Has 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? Yes.

Where work was 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? --

Latest date of internal examination of each boiler June 1940. Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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? Yes.

Has the 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 the tail shaft now been changed? No If so, state reasons See below. (Alteration).

Has the screw 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? --

Latest date of examination of Screw Shaft July 1940. State the distance between lignum vitae See below of stern bush and top of after bearing of screw shaft Close fit.

Is electric light fitted? YES. Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

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 examined and found or now placed in good condition.

ALTERATION:-
The working tail shaft has been turned down to 15 5/8" in diameter and new bronze continuous liner of 25/32" thick has been fitted.

The old stern bush has been replaced by a new bronze bush with lignum vitae lining, length of bearing being 5'-6 3/8". The neck and gland bushes have been suitably altered.

A ketch of the tail shaft is attached herewith.

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.

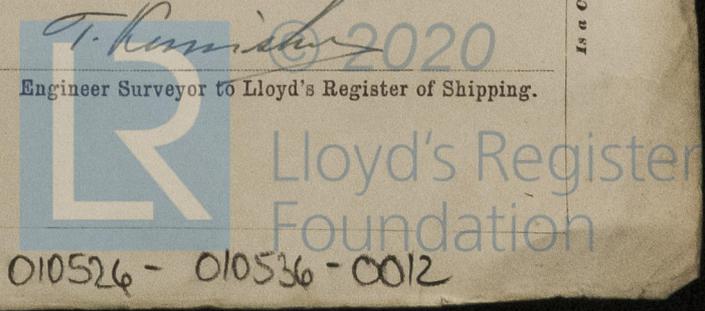
The steam pipes were tested by hydraulic pressure to twice W.P., and the copper steam (P.T.O.)

General Observations, Opinion, and Recommendation:— 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

A.C. 7, 40. and Tail shaft (CL) seen 7,40.

Committee's Minute
Signed + Amb. 7.40

Fee (per Section 29) Yen 260:00 Fees applied for 6/7/ 1940
Alteration Yen 30:00
Special Damage or Repair Fee (if any) (see Hull Rpt.)
Electrical survey Yen 60:00
Printing expenses (if chargeable) (see Hull Rpt.)
Received by me, T. Rossiter 19
Engineer Surveyor to Lloyd's Register of Shipping.



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

CERTIFICATE WRITTEN

010526 - 010536 - 0012

pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The 2 Main and One Auxiliary 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 to have been caused by a small wooden ship bumping against the vessel, and sinking, during heavy weather on the 9th and 10th August 1938 at an anchorage (not named). For further particulars please see Kobe Damage Reports dated 10th August 1938 and 6th July 1940.

Two bronze propeller blades - renewed.

REPAIRS DUE TO WEAR AND TEAR: -

5 condenser tubes renewed.

9 boiler smoke tubes renewed.

Other repairs of a minor nature effected.

T.K.

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