

Rpt. 9. No. 7236
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 10 MAR 1931)
Date of writing Report 5/2/31. When handed in at Local Office Feb. 7th 1931 Port of Kobe.
No. in Reg. Book. 79739 Survey held at Tama. Date, First Survey 10/1/31 Last Survey 21/1/1931. (No. of Visits Three.)
on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "NISHIN MARU No. 3".
Tonnage { Gross 2705 Vessel built at Newcastle. By whom Armstrong, Whitworth & Co. When 1904 9mo.
Net 1660
Engines made at Newcastle. By whom Wilsund Slipway Co. Ltd. When 1904
Nominal Horse Power 360 NHP Boilers, when made (Main) 1904 (Donkey) --
No. of Main Boilers 3 SB Owners Matsuoka Kisen Kabushiki Kaisha Owners' Address (if not already recorded in Appendix to Register Book).
No. of Donkey Boilers -- Managers Port Fuchu. Voyage
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Tama Dry Dock.
in Donkey Boilers --
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) LMC, TS & DAMAGE
(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
Do. " 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? --
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes , and of the Donkey Boiler? --
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? No
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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Good fit.
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, 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, and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.
The steam and Feed Pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam and Feed Pipes were annealed before testing.
The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in safe condition. Boilers water tested to 230 lbs hydraulic pressure and found tight, except at port and centre furnaces of port boiler leaking slightly in way of welds at furnace crowns and recommended that these furnaces be renewed. (about 23 welds found in these furnace crowns)
REPAIRS DUE TO DAMAGE stated: caused by fouling the anchor cable of S.S. "SHOEI MARU" on the 15th. P.T.O.

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, B.S. 9, 11, B. & M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
See Hull Report.

Survey Fee (per Section 28) Yen 205.00 Fees applied for 26/1/31
Special Damage or Repair Fee (if any) (See Hull Report)
Travelling Expenses (if chargeable) (See Hull Report)
Received by me, 19
Committee's Minute FRI. 13 MAR 1931
Assigned
WED. 8 APR 1931
Lloyd's Register Foundation
W1243-0254

March 1930 at Noj1.

Broken tip of one propeller blade renewed by welding on a new piece about 10" long.

Stern bush check ring and studs renewed.

Propeller shaft drawn in and examined.

REPAIRS DUE TO WEAR AND TEAR:-

Port Boiler starboard C.C. back plate cropped and part renewed.

15 small stays, 4 stay tubes and 15 plain tubes in boilers renewed.

Drain plug holes of all boilers plugged and H.welded.

Bottom half of stern bush lignum vitae renewed.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation