

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

(Received at London Office JUN - 6 1940)

Date of writing Report 24/4/ 40. When handed in at Local Office 26th Apr. 19 40 Port of Kobe.

No. in Reg. Book. Survey held at Innoshima. Date, First Survey 5/4/40 Last Survey 23/4/ 19 40. (No. of Visits Three.)

23768 on the Machinery of the ~~Wooden~~ Steel S/S "EISYO MARU".

Tonnage { Gross 4383 Vessel built at Newcastle. By whom Nthmblnd S.B. Co. Ltd. When 1911 12mo.
Net 2738

Nominal Horse Power { 372 NHP Engines made at Sunderland. By whom Richardsons, Westgarth & Co. Ltd. When 1911.
o. of Main Boilers 3 SB Boilers, when made (Main) 1911. (Donkey)

o. of Donkey Boilers -- Owners Kyodo Kaiun Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lbs. Managers Port Tokyo. Voyage

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Innoshima Dock.
(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

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.

1 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.

No. " Donkey " " " --

Was this not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

So 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 April 1940. Present condition of furnace: Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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

Has a shaft now been changed? -- 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 -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 3/32".

Is electric light fitted. Yes. Complete.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

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.

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 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.

REPAIRS DUE TO WEAR AND TEAR:-

M.P. eccentric strap remetaled.

Feed and bilge pump plungers skimmed up and new neck and gland bushes fitted.

53 condenser tubes renewed.

20 boiler tube (4 stay and 16 plain) renewed.

All bottom manhole flanges built up by E. welding and doors refitted. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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. 0,11, B.&M.S. 0,11, or L.M.C. 0,11, 140 lb., F.D., &c.)

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

L.M.C. 4. 40.

Survey Fee (per Section 29) Yen 240:00

Special Damage or Repair Fee (if any) (per Section 29.)

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

Committee's Minute FRI. 14 JUN 1940

Assigned + Lmb 4. 40

Fees applied for 24/4/ 19 40

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 385-0007

12 combustion chamber screw stays renewed.

Other repairs of a minor nature effected.

T.R.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damp'd 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.



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