

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

(Received at London Office)

Date of writing Report 7/1/38. when handed in at Local Office 7/1/38. Port of Kobe.

Survey held at Immoshima. Date, First Survey 24/12/37 Last Survey 27/12/1937.
(No. of Visits Two.)

on the Machinery of the ~~Steel~~ Steel S/S "IWATESAN MARU".

Gross 5804 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1921 8mo.
Net 4059 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1921.

488 NHP Boilers, when made (Main) 1921 (Donkey) --

Main Boilers 3 SB Owners Tamai Shosen Kabushiki Kaisha. Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Kobe. Voyage

Donkey Boilers -- Managers
Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both
Main Boilers 200 lbs. (State name of Dock.) Immoshima Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. --- Port ---

Particulars of Examination and Repairs (if any) LMC

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 account of damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of such repairs should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Has a special damage report been 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? --

Were there any parts of the Boilers which were not examined, and if so, state for what reasons? --

Were there any parts of the Boilers which could not be thus thoroughly examined? --

Were there any 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? --

What was the latest date of internal examination of each boiler? 24th December, 1937 Present condition of funnel(s) 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? -- 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? --

Was the screw shaft now 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 the screw shaft now been changed? -- If so, state reasons -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Was 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 of stern bush and top of after bearing of screw shaft. Close fit.

Is electric light fitted? Yes.

Are engine parts, when referred to by numbers, should be counted from forward. Complete.

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

REMARKS:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with shell fastenings examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, and pumping arrangements examined and found or now placed in good condition.

The three Main Boilers were examined over all parts with doors, mountings and safety valves found or now placed in good condition. Safety valves adjusted under steam as stated above.

REMARKS DUE TO WEAR AND TEAR:-

H.P. piston packing ring renewed.

H.P. valve chest bored out and packing rings renewed.

H.P. & M.P. piston rods skimmed up.

M.P. & L.P. crosshead pins skimmed up and brasses re-metalled.

Port Boiler:- Centre furnace goose neck grooved - cut out and Electric welded.

Starboard Boiler:- Main stop valve seat renewed.

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 1937.

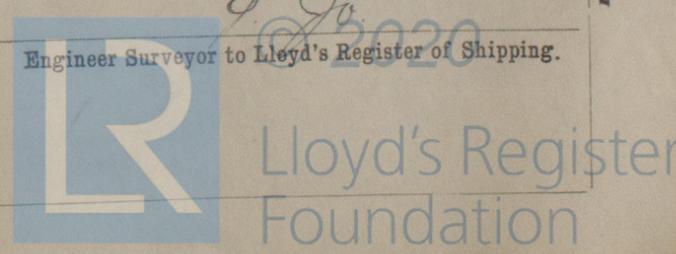
Fee (per Section 29) Yen 225:00 Fees applied for 1/1/38

Special Damage or Repair Fee (if any) --- Received by me, ---

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

Committee's Minute FRI 11 FEB 1938

Assigned + LMC 12.37 CERTIFICATE WRITTEN



W471-0099

Is a Certificate required? If so, to be sent to

*E. A. examined &
some repairs done*

*It is submitted that
this vessel is eligible for
THE RECORD. HMC 12-37*

*DA
8/2/38*



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