

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

(Received at London Office

APR 20 1939

Date of writing Report 30/3/1939 When handed in at Local Office 30<sup>th</sup> Mar. 1939 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 4/3/39 Last Survey 22/3/1939  
(No. of Visits FOUR.)

1009 on the Machinery of the ~~Vessel~~ Steel T.S.S. "BOKUYO MARU".

Gross Tonnage 8619 Net 6162 Vessel built at Tsurumi. By whom Asano S.B. Co. Ltd. When 1924 10mo.

Nominal Horse Power 922 NHP Engines made at Indianapolis. By whom Midwest Eng. Co. When 1924

Boilers, when made (Main) 1924 (Donkey) --

No. of Main Boilers 4 SB Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers Port Tokyo. Voyage

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Mitsubishi 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.

As a 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 " " " " --

Was this 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? --

State latest date of internal examination of each boiler March, 1939. 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? -- 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 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 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? P. 4m/m. S. 4m/m.

State date of examination of Screw Shaft -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft --

Is electric light fitted? YES. Complete. 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, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

P & S Turbines with double reduction gearing opened up for survey:-

Turbine casings, motors, rotor discs, blading and rotor shafting, thrust and tunnel shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in condition.

The steam pipes tested in October, 1938.

Electric Fittings examined as per rules and megger tested, afterwards examined under working conditions and found satisfactory.

The 4 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:-** Minor nature of repairs effected.

**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, B.S. 9,11, B.&H.S. 9,11, or L.M.C. 9,11, 110 lb., F.D., &c.)

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

**L.M.C. 8, 39.**

Survey Fee (per Section 25) Yen 240:00

Electrical Survey Yen 60:00

Special Repairs Fee (if any) (per Section 26) (See Hull Report)

Travelling expenses (if chargeable)

TUE 2 MAY 1939

Committee's Minute

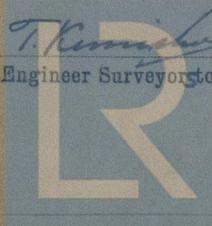
Assigned

Fees applied for 24/3/1939

Received by me, 19

*C. Macpherson*

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W560-0040

CERTIFICATE WRITTEN

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

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

SS No. 1 due 5-39 held.

It is submitted that  
this vessel is eligible for  
**THE RECORD.** + LMC 3.39.

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.

L.M.  
29/4/39.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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