

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

(Received at London Office)

MAY -2 1941

Date of writing Report 22/10/1940. When handed in at Local Office 23 Oct. 1940 Port of Kobe.

No. in Reg. Book 30553 Survey held at Hakodate. Date, First Survey and Last Survey 6/9/1940.  
(No. of Visits One.)

on the Machinery of the ~~Hokkaido~~ Steel M.S. "NONAI MARU".

Tonnage { Gross 374  
Net 153 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1929 10mo.

Nominal Horse Power 192 NHP Engines made at Amsterdam. By whom Kronhout Mot. Fab. When 1929.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) --

No. of Donkey Boilers -- Owners Teikoku Senpaku K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure -- Managers The Rising Sun Petroleum Co. Ltd. Port Yokohama. Voyage --

in Main Boilers -- If Surveyed Afloat or in Dry Dock In Dry Dock.

in Donkey Boilers -- (State name of Dock.) Hakodate Dock.

Last Report No. PortParticulars of Examination and Repairs (if any) 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? --

" " Donkey " " " " --

If this was not done, state for what reasons? No Boiler Installed.

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? --

State latest date of internal examination of each boiler --

Did the Surveyor examine the Safety Valves of the Main Boiler? --

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? --

and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? --

and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? --

and of the Donkey Boilers? --

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? --

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

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

DAMAGE stated to have been caused by the vessel stranding at Okoshi, Hokkaido, on the 24th July 1939, and after refloating on the 30th March, 1940 being blown ashore, in the same vicinity during a typhoon on the 3rd April, 1940.

The undersigned left Kobe for Hakodate on September 2nd at 6 a.m. and arrived at Hakodate on September 3rd about 12.30 p.m. in company of Mr. F. Muncaster of Messrs. Rising Sun Petroleum Co. Upon arrival at the Hakodate Dockyard we were informed that the vessel had not yet been slipped, but would be ready for examination on the morning of the 4th. Owing to very bad weather the vessel was not dry on the slipway until 2 p.m. on the 6th September. For further particulars see Kobe Damage Report dated 18th September, 1940, attached hereto.

(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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

For the information of the Committee.

Survey Fee (per Section 29) £-- : -- : Fees applied for 19

Special Damage or Repair Fee (if any) (See Hull Report) Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute

Assigned

16 MAY 1941

Deferred

*Alldred*

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008049 008060 0224 1/2



# DUPLICATE

Rpt. 9a.

( 2 ) (Machinery)

Port of Kobe.

Continuation of Report No. 11433 dated

22/10/40.

on the

"NONAI  
MARU"

## DAMAGE

## FOUND

## RECOMMENDED

### Solid Bronze Propeller.

All blades damaged at tips & edges.

To be repaired or renewed, and screw shaft to be tested in a lathe for truth.

Sea cocks and valves, grids, buckled and broken.

Sea cocks and valves to be removed, cleaned & thoroughly examined; damaged grids to be renewed.

The Engine Room having been flooded, it was recommended that all the main and auxiliary machinery be opened up, cleaned, examined and repaired as found necessary.

It was also recommended that all dynamo and motors<sup>which</sup> have been submerged be cleaned and rewound as found necessary and that all submerged wiring be renewed.

NOTE:- Owing to the high costs of repair the Owners are considering the advisability of selling the vessel for breaking up and will inform us in due course.

*AdR*



Recommendations made for  
Survey after grounding  
The vessel may be sold for  
demolition.

Unsubmitted action be  
deferred.

2/5/41



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