

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

(Received at London Office)

-4 SEP 1941

Date of writing Report 19/6/41. When handed in at Local Office 19/6/41. Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 24/5/41. Last Survey 4/6/41. (No. of Visits Two.)

71386 on the Machinery of the ~~Kobe~~ Steel T.M.S. "BUENOS AIRES MARU".

Tonnage Gross 9626 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1929 10mo.

Net 5829 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1929.

Nominal Horse Power 1503 NHP Boilers, when made (Main) (Donkey) 1929.

No. of Main Boilers Owners Osaka Syosen Kabusiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Osaka. Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat.

in Donkey Boilers 120 lbs. (State name of Dock.)

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

CHARACTER.	Machinery and Boiler Survey (including date of S.B. if any)
*100A1 128,40 with freeboard.	*LMC(CS) 6,39 8,38
	DBS 128,40
	*Lloyd's RMC 128,40
	TS(CL) 8,40

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.

ssKob.No.3-7,35. ssKob.No.1-39.

Last Report No. 11698. Port Kob.

Particulars of Examination and Repairs (if any) PART LMC(CS)

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.

On 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

this was not done, state for what reasons?

Not submitted for survey at this time.

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

Present condition of funnel(s)

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?

Is screw shaft now been drawn and examined?

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?

Is 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?

State date of examination of Screw Shaft.

State the distance between lignum vitae 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.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes, See below.

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

Yes.

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

Not complete.

NOW DONE:- The following parts of main and auxiliaries opened up, examined and found or now placed in good condition.

Starboard Main Engine - No.6 cylinder, piston, valves, gears and covers.

No.3 (Port Aft) auxiliary diesel engine - complete.

Nos.1 & 2 Piston cooling water pumps.

No.2 (Aft) bilge pump.

REPAIRS DUE TO WEAR AND TEAR:-

Starboard Main Engine - No.6 cylinder liner renewed on account of wear, marks on the

new liner are as follows:- LLOYD'S No.7996. W.T.P. 6 KGS. F.I. 3-5-41, LR.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now

(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, H.B.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

been, is in good condition and eligible, in my opinion, to be continued as classed, *LMC (G.S.)

39. be retained with fresh under date when the survey has been further advanced.

Survey Fee (per Section 20) Yen 50:00

Fees applied for 19/6/41

Special Damage or Repair Fee (if any) (per Section 20)

Received by me, 19

Travelling expenses (if chargeable)

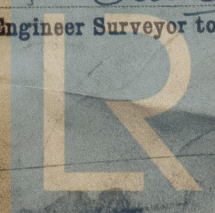
Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned C.S. As now

TUE. 5 MAY 1942

OMIT CLASS ON RE-ENTRY



Lloyd's Register Foundation

Chadwick

In Blue Port after Drama
Engine 641

1579/41



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Foundation