

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

(Received at London Office)

27 NOV 1941

Writing Report 12th Aug. 1941. When handed in at Local Office 12th Aug. 1941. Port of YOKOHAMA

Survey held at YOKOHAMA Date, First Survey 22nd July, Last Survey 28th July, 1941. (No. of Visits Two)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc.M.S. "NAGARA MARU"

Gross 7149 Vessel built at YOKOHAMA By whom Yokohama Dock Co. Id. When 1934-8

Net 4247 Engines made at YOKOHAMA By whom Yokohama Dock Co. Id. When 1934

1851 Boilers, when made (Main) x (Donkey) 1934

Boilers x Owners Nippon Yusen K.K. Owners' Address x

Boilers 1 Managers x Port Tokyo Voyage x

Boilers 100 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.) M.J.K. Yokohama Dock.

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assumed expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 8-39		*LMC CS 8-39 8-39
		DBS 8-39
ssKob.No.1-38		TS (CL) 6-38
		*Lloyd's RMC 12-39
Carrying cargo oil F.P. above 150 F in deep tanks.		

Report No. Port Particulars of Examination and Repairs (if any) CS & TS

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined the services for this purpose, and why they were declined x

Special damage report made by anyone else? If so, by whom? x

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? x

Do Donkey " " " " x

Parts of the Boilers could not be thus thoroughly examined? x

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? x

Date of internal examination of each boiler 3-41. x Present condition of funnel Good

Surveyor examine the Safety Valves of the Main Boiler? x To what pressure were they afterwards adjusted under steam? x

Surveyor examine the Safety Valves of Donkey Boiler? x To what pressure were they afterwards adjusted under steam? x

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? x , and of the Donkey Boilers? x

Surveyor examine the drain plugs of the Main Boilers? x , and of the Donkey Boilers? x

Surveyor examine all the mountings of the Main Boilers? x , and of the Donkey Boilers? x

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

Shaft now been changed? x If so, state reasons x

Shaft now fitted been previously used? x Has it a continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

Examination of Screw Shaft 22/7/41 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft (rewooded) x

Do the parts, when referred to by numbers, should be counted from forward? x

Do the Surveyor examine the generators, motors, switchgear, cables and fuses? x

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

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

Advance the CS at every opportunity.

Remarks:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell

fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and placed in good order.

Now examined as CS case:-

Starboard aft (No.3) main generating engine all cylinders, covers, valves and gears,

stones, gudgeon pins, rods, whole crank shafting, and main bearing, dynamo & bearing, examined

completely and found or now placed in good condition.

Damage due to wear:- Starb. aft (No.3) main generating engine crank shaft removed, and skimmed up,

adjusted its alignment and all main bearing brasses remetalled and replaced in good condition.

From Certificate issued - copy attached.

Final Observations, Opinion, and Recommendation:- The machinery of this vessel is in good

order, and eligible in my opinion to be continued as classed with fresh record of Tail Shaft

seen 7-41, and L M C - C S with date when the survey has been completed.

Fees applied for 11-8-1941 Received by me, 19

Committee's Minute dated 27.8.41

Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation

009570-009579-0019

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

Oil Engines Continuous Survey

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

Henry Russell
Wactions

RM
1/18/41

