

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

(Received at London Office)

17 JUL 1941

Date of writing Report 28th May, 1941. When handed in at Local Office 28th May, 1941. Port of YOKOHAMA.

Survey held at YOKOHAMA. Date, First Survey 10th May, Last Survey 24th May, 1941.

1804 on the Machinery of the ~~Wood, Iron or Steel~~ T.Sc.S. "ANYO MARU" (No. of Visits Four)

Gross Tonnage	9257	Vessel built at	Nagasaki	By whom	Mitsubishi Dkyd & EWks.	When	1913-6
	Net Tonnage		5739		Engines made at		Nagasaki
Indicated Power	1157	Boilers, when made (Main)	1913		(Donkey) x		
No. of Main Boilers	5 SB	Owners	Nippon Yusen K.K.	Owners' Address	x		
No. of Donkey Boilers	x	Managers	x	Port	Tokyo	Voyage	x
Working Pressure Main Boilers	200 lbs	If Surveyed Afloat or in Dry Dock Both					
No. of Donkey Boilers	x	(State name of Dock.)		M.J.K..Yokohama Dock			

Next Report No. Port

Particulars of Examination and Repairs (if any) BS & part Machy

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? X

Was a thorough examination of the Donkey Boilers not done, state for what reasons? X

What parts of the Boilers could not be thus thoroughly examined? X

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? X

Latest date of internal examination of each boiler Nos.1 & 2 - 10/5/41. Nos.3 & 4 - 15/5/41. No.5 - 20-5-41.

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? X To what pressure were they afterwards adjusted under steam? X

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? X

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? X

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

Has the shaft now been changed? X If so, state reasons X

Has the 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 P & S Close

Date of examination of Screw Shaft X State the distance between bearing metal of stern bush and top of after bearing of screw shaft X

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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

Work done:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes with oil packing gland at aft end of tail shafts, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

The five (5) Main Boilers were examined over all parts with doors, mountins and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Turnine casings, rotors, blading & rotor shafting, thrust and tunnel shafting, condensers, P & S centrifugal pumps, Nos.1, 2 & 3 oil pumps. G.S. pump. Ballast pump. Bilge pump and No.1 main feed pump opened up by the Owners examined as far as practicable and found or now placed in good condition.

Interim Certificate issued - copy attached.

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

Survey held on 5-41.

Survey Fee (per Section 29) £ 210.00

Special Damage or Repair Fee (if any) £ x

Printing expenses (if chargeable) £ 6.00

Committee's Minute

Signed B.S. 5/41

FRI. 1 AUG 1941

CHARACTER. (Date of last Survey and of Periodical Surveys.)	Years assigned for survival.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Shelter dk with freshboard 4-40 ssKob.No.3-6,34 ssYka.No.1-38		IMC 3-38 BS 4-40 TS(OG) 3-40
Fitted for oil fuel above 150°F		3,18 F.P.

*M. J. K.*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 005826-005839-0228

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

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

B.1. des 4. 41 Held  
Part cargo examined

It is submitted that  
this vessel is eligible for  
THE RECORD.

B.8. 5. 41

Yours  
23. 7. 41



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