

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

(Received at London Office)

16 JUL 1941

Date of writing Report 6/5/41 When handed in at Local Office 14th May 1941 Port of Kobe.

No. in Book. Survey held at Tama. Date, First Survey 14/4/41 Last Survey 5/5/1941.
(No. of Visits Three.)

509 on the Machinery of the ~~Wood, Iron or~~ Steel S/S "RYUNAN MARU".

Age { Gross 5106
Net 3753 Vessel built at Sunderland. By whom J.L.Thompson & Sons, Ltd. When 1911 2mo.

Engines made at Stockton. By whom Blair & Co. Ltd. When 1911.

Indicated Horse Power { 440 NHP
Boilers, when made (Main) 1911. (Donkey) --

No. of Main Boilers 3 SB Owners Matumoto Masaiti. Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Kobe. Voyage

No. of Donkey Boilers -- Managers
Steam Pressure --
No. Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tama Dock.

No. of Donkey Boilers -- Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

| CHARACTER. | CLASSIFICATION. |
|------------|----------------------|
| | Machinery and Boiler |

1st Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) LMC & TS.

periodical surveys, when held, must be reported in detail and seriatim 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 notes 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.

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 --

is a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes.**

Donkey " " "

this was not done, state for what reasons?

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

o 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?

the latest date of internal examination of each boiler

1 the Surveyor examine the Safety Valves of the Main Boiler? Yes.

1. the Surveyor examine the Safety Valves of Donkey Boiler?

1. The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

...shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

shaft now been changed? **No** If so, state reasons

the shaft now fitted been previously used?

to date of examination of Screw Shaft May, 1941. State the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft Close fit.

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

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

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

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, 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 found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting.

condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 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.

ITERATION:- 5 K.W. Dynamo engine removed from the vessel.

One second hand 15 K.W. compound wound, 6 pole Dynamo engine at 275 R.P.M. having one team cylinder of 9" bore and 7" stroke, made by Messrs. Sunderland Engineering Co., have now placed (P.T.O)

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
 the nature of the alterations proposed to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 911, E.M.S. 911, & L.M.C. 911, or
 as required.)

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

L.M.C. 5, 41

| | | |
|---|--------------------|---------------------------------------|
| Survey Fee (per Section 29)..... | Yen : 260.00 | Fees applied for 6/5/ 19 <u>41</u> |
| Medical Damage or Repair Fee (if any)..... (per Section 29.) | 5 - - | Received by me, 19 |
| Travelling expenses (if chargeable)..... | (See Hull Report). | |

Committee's Minute
Assigned

41
CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

006723-006730-0142 1/2

Lloyd's Register
Foundation

16 JUL 1941

Rpt. 9a.

(2)

Port of Kobe.

Continuation of Report No.

dated

6/5/41

on the "RYUNAN
MARU"

on board. This machine completely overhauled and examined and found or now made in good order.

Electric wiring and switchboard fittings are according to the rules and this dynamo and previous 10 K.W. Dynamo are not running in parallel.

Installation examined under working conditions and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush bottom half - rewooded.
About 30 main condenser tubes renewed.

Centre furnace of Centre Boiler was found down and faired.

16 smoke tubes and 10 small stays renewed.

Lower manhole doors built up by welding and faced up to doors:-

Starboard Boiler - starboard fore and aft.

Centre boiler - starboard aft.

Port boiler - port aft.

- starboard fore.

Other minor repairs and adjustments effected.

[Signature]



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Sheld. repairs examined.

Repairs done and an
additional 15 HP dynamo set
fitted.

It is submitted that
this vessel is eligible for
THE RECORD, Volume 541
S. 541

JSJ
22/1/41



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