

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

1509 on the Machinery of the ~~Hook Iron~~ 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.

Boilers, when made (Main) 1911. (Donkey) --

of Main Boilers 3 SB Owners Matumoto Masaiti. Owners' Address Kobe. Voyage --
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers -- Managers --

Pressure 180 lbs if Surveyed Afloat or in Dry Dock Both Tama Dock.
(State name of Dock.)

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

Previous 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 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 details 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.

Where 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 --

CHARACTER.	Date of last Survey and of Periodical Surveys.	Amount assigned or retained.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	11,39		*LMC 11,39 TS(CL) 10,38
ssKob.2nd No.3-6,35. ssTama No.1-38.			

Is 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? --

Where this was not done, state for what reasons? --

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

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? --

What was the latest date of internal examination of each boiler? April, 1941. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes. 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? Yes. and of the Donkey Boilers? --

Has the screw 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? No.

Has the shaft now been changed? No 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? --

What was the date of examination of Screw Shaft? May, 1941. State the distance between lignum vitae ~~or~~ 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.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below.)

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

Where 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.

ALTERATION:- 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 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.L.M.S. 9,11, L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of ***LMC 5, 41.**

Survey Fee (per Section 29) Men: 260:00 Fees applied for 6/5/41

Special Damage or Repair Fee (if any) --

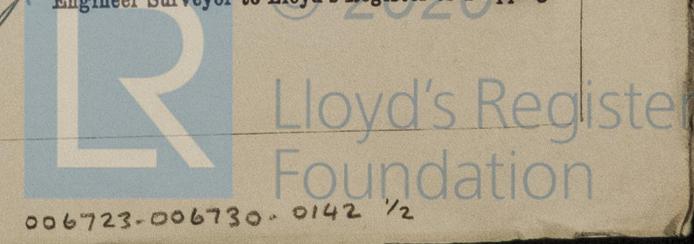
Travelling expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute FRI. 25 JUL 1941

Assigned L.M.C. 5.41

CERTIFICATE WRITTEN

J. Hamada
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

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.



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Lloyd's Register
Foundation

Shield. Repairs examined.
Repairs done and an
additional 15 KD Spans set
fitted.

It is submitted that
this vessel is eligible for
THE RECORD, Volume 5741
15741

JSJ
22/1/41