

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

(Received at London Office MAY -2 1941)

Writing Report 31st Oct. 19 40. When handed in at Local Office 31st Oct. 19 40. Port of **YOKOHAMA**

Survey held at **YOKOHAMA** Date, First Survey 26th Sept. Last Survey 16th Oct. 19 40
No. of Visits Five

on the Machinery of the ~~Wood Iron or Steel~~ **Steel** **S. SYOYO MARU**
Year. Month.

Gross 7499 Vessel built at **YOKOHAMA** By whom Yokohama Dock Co. Ltd. When 1928-3
Net 4484 Engines made at **YOKOHAMA** By whom Yokohama Dock Co. Ltd. When 1928

al 582 Boilers, when made (Main) 1928 (Donkey) X
ower
Main Boilers 3 SB Owners Nippon Tanker K.K. Owners' Address X
(if not already recorded in Appendix to Register Book.)
Donkey Boilers X Managers X Port Tokyo Voyage X

Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both
(state name of Dock.) **M.J.K. Yokohama Dock.**

Report No. Port
Particulars of Examination and Repairs (if any) **BS and Part Machy**

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on parts of Machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and repairs on parts of Machinery 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.

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

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

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

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

Were there any parts of the Boilers which were not examined, and if so, state for what reasons? X

Were there any 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 **Starbd.-27/9/40. Centre-2/10/40. Port -12/10/40** Present condition of funnel **Good**

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? X

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

Has the screw 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

Latest date of examination of Screw Shaft. **5-38** State the distance between lignum vitae or ~~lubricating~~ **5 m/m** 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/or power fitted? X

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

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

Is the Survey 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 aft end of stern bush, sea cocks, and valves with their shell fastenings, examined and found or now placed in good condition.**

The Three (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.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, air pump, bilge pump, feed pump, examined and found or now placed in good condition.

Repairs due to wear and tear:- Starboard main boiler centre furnace, centre main boiler port and centre furnaces and port main boiler port furnace, found slightly deformed, about 1 1/2 inches to 2 1/2 inches, have now been repaired by jacking up and fitting stiffener rings in good order.

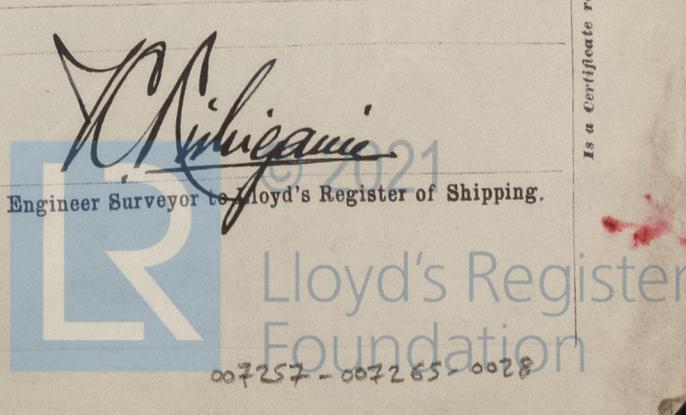
General Observations, Opinion, and Recommendation:— **The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of S. 10-40.**

Survey Fee (per Section 29) £ 150.00 Fees applied for 24-10-19 40

Special Damage or Repair Fee (if any) £ X Received by me, 19

Surveying expenses (if chargeable) £ 8.00

Committee's Minute Signed **FRI 16 MAY 1941 BS 10-40**



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

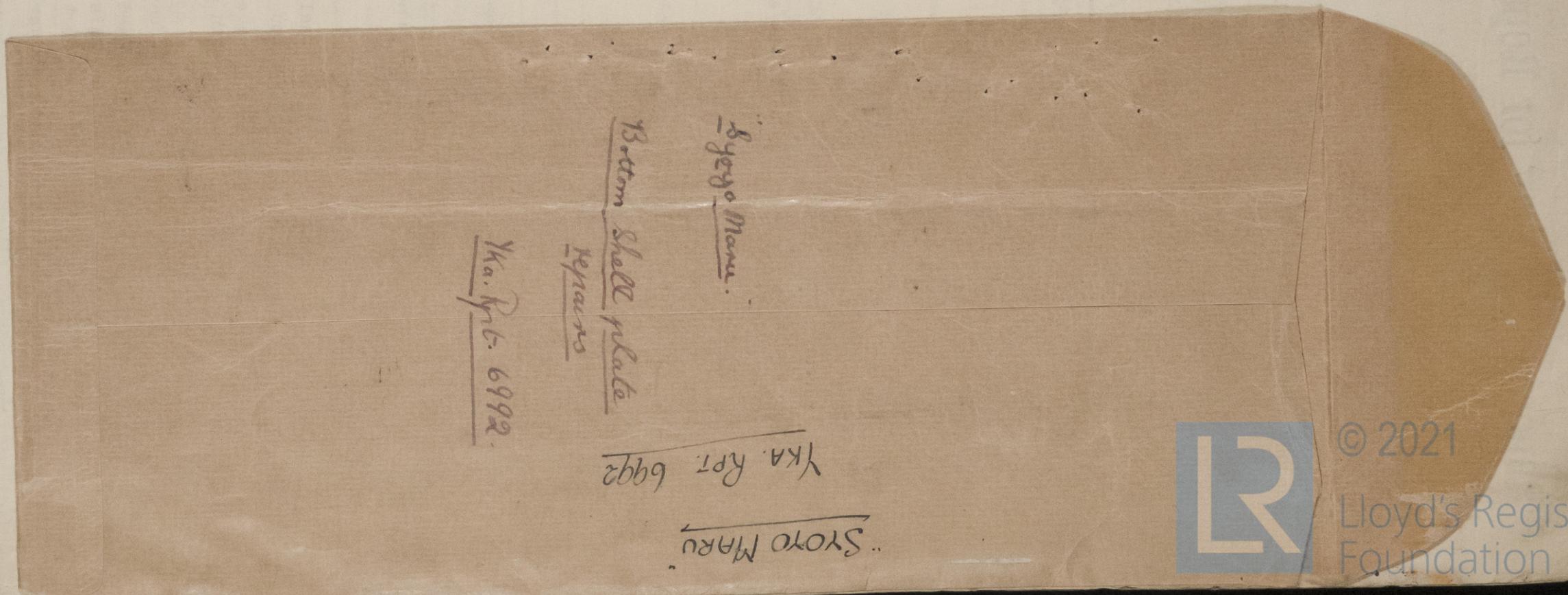
Is a Certificate required? If so, to be sent to

Sheld.

It is submitted that
this vessel is eligible for
THE RECORD. 1/10/40

✓ The Surveyor should state
whether the requirements
of Lueder 1748 were
complied with.

2
Mr 23/7/41
GSA
17/5/41



SOTO MARU

YKA. RPT. 6992

Bottom Shell plate repairs

Yka. Rpt. 6992



© 2021

Lloyd's Register
Foundation