

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

(Received at London Office)

MAY -2-1941

Writing Report 31st Oct. 1940. When handed in at Local Office 31st Oct. 1940. Port of **YOKOHAMA**

Survey held at **YOKOHAMA** Date, First Survey 26th Sept. Last Survey 16th Oct. 1940
 on the Machinery of the **WOODY FLOWER** Steel **SS. S. SYOYO MARU** No. of Visits Five

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.)
 onkey Boilers X Managers X Port Tokyo Voyage X
 in Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) M.J.K. Yokohama Dock.
 key Boilers X

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

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 and initials of any letters respecting this case.

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

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? Yes

Donkey X

was not done, state for what reasons? X

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

hat special means, in the absence of internal examination, were adopted by the X
 eyor to assure himself of the thorough efficiency of those parts of each Boiler?

atest date of internal examination of each boiler Stabd.-27/9/40. Centre-2/10/40.
 Port -12/10/40

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes

, 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? Yes

, and of the Donkey Boilers? X

crew 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

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

he 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

late of examination of Screw Shaft. 5-38 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 5 m/m

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

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 Complete.

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. Pairs 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 1½ inches to 2½ 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 (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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)
 X L.M.C. 140 lb., E.D., &c.)
 in good condition and eligible in my opinion to be continued as classed with fresh record of S. 10-40.

Key Fee (per Section 29) £ 150.00 Fees applied for 24-10-19 40
 al Damage or Repair Fee (if any) £ X
 (per Section 29.)
 velling expenses (if chargeable) £ 8.00 Received by me, 19

Committee's Minute

signed

FRI 16 MAY 1941

BS 10-40

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007257-007265-0028

Sheld.

It is submitted that
this vessel is eligible for
THE RECORD. 18/10/40

✓ The Surveyor should state
whether the requirements
of Luce's Act 1748 were
complied with.

Yp
18/10/41
23/7/41
EJA

Bygone Mame.

Bottom Shell plate
repairs

Yka. Rpt. 6992.

Yka. Rpt. 6992

SYORO MARU



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Foundation