

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

(Received at London Office)

28 MAR 1935

Date of writing Report 1st March 1935 When handed in at Local Office 1-3-1935 Port of YOKOHAMA

No. in Reg. Book. 84960 Survey held at YOKOHAMA Date, First Survey 18th Feb^r Last Survey 28th Feb^r 1935 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S.S. "SHOYO MARU"

Tonnage { Gross 7499 Vessel built at YOKOHAMA By whom Yokohama Dock Co Ltd When 1928-3
 Net 4509 Engines made at YOKOHAMA By whom do. When 1928

Nominal Horse Power 582 Boilers, when made (Main) 1928 (Donkey) ☒

No. of Main Boilers 35 B Owners Nippon Tanker K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
 Port Tokio Voyage

No. of Donkey Boilers 200 A Managers If Surveyed Afloat or in Dry Dock Yokohama dry dock
 Main Boilers 200 A (State name of Dock.)
 Donkey Boilers

1st Report No. Port Particulars of Examination and Repairs (if any) L.S. B.S. & P.M.T.L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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?

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

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

What 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 is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Has the shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

What is the date of examination of Screw Shaft?

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft.

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

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

To complete the L.M.C. Survey in Main Engine piston Valves and Casings, also the pumping arrangements require to be examined. It is stated that this will be done at the next Annual Survey, at which time other parts of the machinery now surveyed, will be again opened up for examination. Now done: Vessel placed in dry dock. Propeller and Sea Chests, with their fastenings examined. Tail Shaft drawn, examined, now in safe working order. Stem Tube withdrawn (for renewal of Stem Frame) examined and found in safe working order.

All Cylinders, pistons, piston Valves and Casings, as far as practicable (Valves not moved) Crank, Thrust and Intermediate Shafting, Air, feed, circulating and Bilge pumps, condensers examined, now in safe working order. Intermediate shafting and Tail Shaft alignment checked.

The three Main Boilers examined internally and externally together P.T.O.

General Observations, Opinion, and Recommendation:—The machinery, so far as seen, is

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, or L.M.C. 9.11, 140 lb., F.D., &c.)

safe working condition and it is recommended that the records of Tail Shaft seen (C.C.L) 2.35 and B.S. 2.35 now and L.M.C. with date when the survey is completed be made in the Register Book in the case of this vessel

Fee (per Section 20) £175.00

Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £1.00

Fees applied for

4-3-1935

Received by me,

19

Committee's Minute TUE. 9 APR 1935

Assigned B.S. 2.35

FRI. 14 FEB 1936

FRI. 10 JUL 1936

G. H. Macdonald
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Shells typica part
examined

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

2.25
2.25

note part typica part

8/4/25

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

with their mountings and found in place in a good working condition.
Slightly Valves adjusted as above.

Repair. Piston shaft line found as above, now adjusted as above.
Slightly Valves in Stem Bolt removed completely.
Next Ring in Stem Tube found somewhat worn, now removed
other minor repairs.