

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

(Received at London Office) - 4 SEP 1941

Date of writing Report 23rd June 1941 When handed in at Local Office 26/6/1941 Port of Kobe  
 No. in Reg. Book. 2521 Survey held at Innoshima Date, First Survey 23/5/41 Last Survey 14/6 1941  
 (No. of Visits 4)  
 on the Machinery of the WOODEN STEEL S/S "RYUZIN MARU"  
 Tonnage { Gross 6243 Vessel built at Dumbarton By whom W. Denny & Bros. When 1907, 2 mo.  
 Net 3966 Engines made at Dumbarton By whom W. Denny & Bros. When 1907  
 Nominal Horse Power 760 NHP Boilers, when made (Main) -- (Donkey) 1907  
 No. of Main Boilers 4SB Owners Ryuh Kisen K.K. Owners' Address Dairen Voyage --  
 No. of Donkey Boilers -- Managers --  
 Steam Pressure 180 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
 in Main Boilers -- (State name of Dock.) Innoshima Dock. precisely as in Register Book & Supplements).  
 in Donkey Boilers --

Latest 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 repairs 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.

Was 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 is the latest date of internal examination of each boiler? June 1941.

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? --

Has the shaft now been changed? -- 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 is the date of examination of Screw Shaft? June 1941 State the distance between lignum vitae EXAMINED of stern bush and top of after bearing of screw shaft Close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light EXAMINED fitted? Yes.

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

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

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

Electric Installation megger tested, switchboard and fuses 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.

(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, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

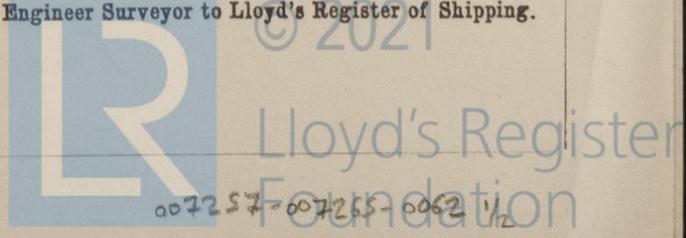
is in good condition and eligible in our opinion to be continued as classed with fresh record of

**L.M.C. 8, 41.** and Tail Shaft (CL) seen 5,41 subject to starboard main boiler and donkey boiler not being used.

Survey Fee (per Section 29) Yen :275.00 Fees applied for 23/6 19 41  
 Special Damage or Repair Fee (if any) £ :  
 Travelling expenses (if chargeable) (See Hull Report) Received by me, 19

*N.A. Imanaka*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30 SEP 1941  
 Assigned + Lmc 6,41 Subject



Subject to the DONKEY BOILER not being used  
 Sd. M.B.

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

REPAIRS DUE TO WEAR AND TEAR:-

M.P. piston rod skimmed up.

L.P. eccentric both upper <sup>a</sup>straps remetalled.

No.1 independent feed pump piston rings renewed.

No.2 independent feed pump slide valve rod renewed.

Sanitary pump water cylinder liner renewed.

Main stop valve of port main boiler renewed.

4 small stays in port main boiler renewed.

19 smoke tubes and 7 stay tubes in boilers renewed.

Stern bush bottom half re-wooded.

Other minor repairs and adjustments carried out. *N.M.*



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