

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 Survey held at Innoshima Date, First Survey 23/5/41 Last Survey 14/6 1941
2521 on the Machinery of the ~~Wootton Bassett~~ Steel S/S "RYUZIN MARU"
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 760 NHP Boilers, when made (Main) -- (Donkey) 1907
No. of Main Boilers 4SB Owners Ryuoh Kisen K.K. Owners' Address
No. of Donkey Boilers -- Managers Port Dairen Voyage
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both
In Donkey Boilers -- (State name of Dock.) Innoshima Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. *100A1 3,40
Date of last Survey and of Periodical Surveys. *LMC 3,40
Machinery and Boiler Surveys (including date of N.B., if any) TS (CL) 1,38

Particulars of Examination and Repairs (if any) LMC, TS.
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 residues 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

as a damage report made by anyone else? If so, by whom?

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

Donkey " " " " " "

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?

the latest date of internal examination of each boiler June 1941. Present condition of funnel(s) Good

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

the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? --

the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? --

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? --

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

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? --

date of examination of Screw Shaft June 1941 State the distance between lignum vitae ~~XXXXXXXXXX~~ 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 ~~XXXXXXXXXX~~ fitted? Yes.

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

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

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

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

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) £ : Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 30 SEP 1941

Assigned + Lmc 6,41 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation

REPAIRS DUE TO WEAR AND TEAR:-

M.P. piston rod skimmed up.

L.P. eccentric both upper ^astraps 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. *M.M.*



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