

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

(Received at London Office)

FEB 15 1941

of writing Report 4/12/1940. When handed in at Local Office 18th Dec. 1940 Port of Kobe.

in Survey held at Tama. Date, First Survey 30/10/40 Last Survey 25/11/1940.
(No. of Visits Five.)

97 on the Machinery of the ~~Kobe Dock~~ Steel M.S. "RYOYO MARU".

Age { Gross 5974
Net 3650 Vessel built at Kobe. By whom Kawasaki Dockyard Co.Ltd. When 1931 lmo.

Engines made at Augsburg. By whom Maschfbk Augsburg. When 1931.
(Donkey) 1931

Boilers, when made (Main) -- Owners' Address Nurnberg, A.G.
(if not already recorded in Appendix to Register Book.)

Main Boilers -- Owners Toyo Kisen Kabushiki Kaisha. Port Yokohama. Voyage --

Donkey Boilers 1 Managers --

Pressure -- If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tama Dock.

Main Boilers 100 lbs.

Report No. -- Port --

Particulars of Examination and Repairs (if any) PART LMC(CS) & DBS

Special Surveys, when held, must be reported in detail and serially 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

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

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

" Donkey " " " Yes.

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? --

Latest date of internal examination of each boiler November, 1940.

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Assigned Number External.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1	8,39	*LMC(CS) 8,39 8,39 DBS 8,39 TS(CL) 8,39
Fitted for carrying oil 1,31 F.P. above 150°F. in deep tank aft.		
sstama No.2-39.		

Present condition of funnel(s) Good

To what pressure were they afterwards adjusted under steam? --

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

Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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

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

Screw shaft now been drawn and examined? No Is it fitted with continuous liner? -- 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 --

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 -- State the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft 4.3 m/m.

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

Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below)

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

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

W 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 main and auxiliary engines were opened out as follows, examined and found or now placed in good condition.

- Main Engine:-**
- Nos.1, 2, 5 & 6 cylinders, pistons, valves, gears, and covers, crossheads & guides.
 - Nos.1 & 2 bottom ends.
 - Nos.1, 2 & 3 crankshaft journals.
- Auxiliaries:-**
- No.3 (Inboard Aft) Dynamo engine - all parts. (continued).

General Observations, Opinion, and Recommendation:- The machinery and donkey boilers of this vessel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as classed, ***L.M.C. (C.S.) 8, 39.** be retained with fresh under date **11. 40.** & **D.B.S. 11. 40.**

Survey Fee (per Section 29) Yen 120:00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) (See Hull Report)

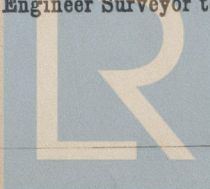
Committee's Minute FRI. 28 FEB 1941

Assigned DBS 11. 40

Fees applied for 27/11/1940

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



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007352-007362-0188 1/2

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

Auxiliaries:- (Cont.)

No.1 (Outboard) auxiliary compressor - all parts.

Fore (Stand by) blast air bottle. - internally.

Nos.5 & 6 spare air bottles - internally.

3 cooling water pumps.

Fuel oil heating tank before purifier.

The Donkey Boiler was 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.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine, Nos.1, 2, 5 & 6 piston rods renewed on account of wear.

No.1 cover of No.3 Dynamo Engine renewed due to crack on combustion surface between fuel valve and exhaust valve pockets, and No.3 gudgeon of the same Engine renewed on account of wear.

New Main Piston Rods marked as follows:-

Cylinder Nos.	No.1	No.2	No.5	No.6
	: N-1653	: N-1654	: N-1649	: N-1648
	: LLOYD'S	: LLOYD'S	: LLOYD'S	: LLOYD'S
	: No.7521-A	: No.7512-B	: No.7506-B	: No.7506-A
	: 7-5-40.F.I.LR	: 7-5-40.F.I.LR	: 7-5-40.F.I.LR	: 7-5-40.R.I.LR

NBS held
C/advanced
3 worn piston rods
renewed.

NBS 140.

RA

28/2/41



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