

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

(Received at London Office)

FEB 15 1941

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

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 ~~Wakayama~~ Steel M.S. "RYOYO MARU".

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

Engines made at Augsburg. By whom Maschfbk Augsburg When 1931.
Nurnberg, A.G.
(Donkey) 1931

Main Boilers -- Owners Toyo Kisen Kabushiki Kaisha. Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Yokohama. Voyage

Donkey Boilers 1 Managers
Pressure --
Main Boilers --
If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tama Dock.

Donkey Boiler 100 lbs.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Number assigned at survey.	Machinery and Boiler Surveys (including date of N.E. 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.		

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 details 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.

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

Has 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? Yes.

Were any repairs 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. Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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? -- , and of the Donkey Boilers? Yes.

Has the 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? --

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? --

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)

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 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 Fees applied for 27/11/1940

Social Damage or Repair Fee (if any) -- Received by me, 19

Travelling expenses (if chargeable) (see Hull Report)

Committee's Minute FRI. 28 FEB 1941

Assigned DBS 11. 40

Yamada
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

007352-007362-0188 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

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

[Handwritten signature]

NBS held
of advanced
3 worn piston rods
renewed.

THE RECORD NBS 140.

RA
28/2/41



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