

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

(Received at London Office)

MAR -1 1941

Date of writing Report 17th Jan. 1941. When handed in at Local Office 17th Jan. 1941. Port of YOKOHAMA
No. in Survey held at YOKOHAMA Date, First Survey 19th Dec. Last Survey 10th Jan. 1941.
Book. 149 on the Machinery of the ~~Wood, Iron or Steel~~ T.Sc.S. "SUWA MARU" (No. of Visits Five)

Gross 10672
Net 6637
1337
7 SB
x
200 lbs
x
Vessel built at Nagasaki By whom Mitsubishi Dkyd & E Wks. When 1914-9
Engines made at Nagasaki By whom Mitsubishi Dkyd & EWks When 1914
Boilers, when made (Main) 1914 (Donkey) x
Owners Nippon Yusen K.K. Owners' Address x
Managers x (if not already recorded in Appendix to Register Book.)
Port Tokyo Voyage
If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) M.J.K. Yokohama Dock.

st Report No. Port
Particulars of Examination and Repairs (if any) BS, TS & Damage.

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 Yes. Accepted.

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

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

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

Were any repairs not done, state for what reasons? x

Were any parts of the Boilers could not be thus thoroughly examined? x

Were any 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? x

Latest date of internal examination of each boiler No. 1 - 7/1/41. Nos. 2, 3, 4, 5 - 22/12/40. Present condition of funnel x Good.
Nos. 6 & 7 - 19/12/40.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? x, and of the Donkey Boilers? x

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? x

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? x

Has the shaft now been changed? x If so, state reasons x

Has the shaft now fitted been previously used? x Has it a continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x P 4.8 m/m

Date of examination of Screw Shaft S 26-12-40 State the distance between lignum vitae on bearing metal of stern bush and top of after bearing of screw shaft S rewooded

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

Is electric light and/or power fitted? x

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

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

Is the survey complete, state what arrangements have been made for its completion and what remains to be done Complete.

done:- Vessel placed in dry dock, port and starboard propellers, aft end of port stern bush, starboard stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good order.

Starboard tail shaft with continuous liner examined and found or now placed in good order.

The seven main boilers were examined throughout with their mountings, doors, and safety valves and found or now placed in good working order.

All the safety valves for main boilers were adjusted under steam pressure to 200 lbs. per sq. inch and found in order.

Continued.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are 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, x L.M.C. 9, 11, or x L.M.C. 140 lb., F.D., &c.)
in good condition and eligible in my opinion to be continued as classed with fresh record of 1-41, and Starboard Tail Shaft (CL) seen 12-40.

Fee (per Section 20) £ 305.00 Fees applied for 16-1-19 41
Damage or Repair Fee (if any) £ 30.00
Other expenses (if chargeable) £ 8.00 Received by me, 19

Committee's Minute

TUE. 18 MAR 1941

Signed

As now Without Cons
BS 1-41

Engine Surveyor to Lloyd's Register of Shipping.

T.S.S. "SUWA MARU".

The following machinery parts opened up by the Owners, examined as far as practicable and found in good order.

Port and Starboard main engines, cylinders, slide valves, crank shafting, main thrust shafting, intermediate shafting, condensers, air pumps and group valves. Weir's main feed pump, centrifugal pump impellers, ballast pump valve box and valves.

Damage stated to have been caused by collision with M.V. "OPALIA" in the River Mersey, on the 20th August, 1940, and cutting their anchor chain by her propeller.

Starboard propeller. (removable type and bronze blades)

One blade, marked "I", slightly scores on its leading edge near boss faired in place and dressed off.

One blade, marked "E", slightly scored on its following edge dressed off.

Zinc plate on boss renewed.

Guard ring plate bottom half renewed.

The starboard propeller shaft drawn in for examination in dry dock and found or nor refitted in good order.