

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

(Received at London Office - 7 AUG 1941)

Date of writing Report 6th June 1941 When handed in at Local Office 13/6/41 in U.K. Port of Kobe

No. in Survey held at Innoshima Date, First Survey 1/5/41 Last Survey 22/5 1941
g. Book. (No. of Visits 6)

84209 on the Machinery of the ~~Wood~~ Steel S/S "SYDNEY MARU"
Gross 4105 Vessel built at Kobe By whom Kawasaki Dock Co.Ltd. When 1919, 7 mo.
Net 2518 Engines made at Kobe By whom Kawasaki Dock Co.Ltd. When 1919

Nominal Horse Power 356 NHP Boilers, when made (Main) 1919 (Donkey) --
No. of Main Boilers 2SB Owners Kokusai Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers -- Managers -- Port Kobe Voyage --

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers -- (state name of Dock.) Innoshima Dock.

Last Report No. -- Port -- LMC and DAMAGE REPAIRS

Particulars of Examination and Repairs (if any) LMC and DAMAGE REPAIRS
Periodical Surveys, when held, must be reported in detail and verbatim 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 besides 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.

As a 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 See Yokohama Damage Report dated 21/11/40.

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

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? --

Was this not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also 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? --

State latest date of internal examination of each boiler May 1941 Present condition of funnel(s) Good

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? -- 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? No , and of the Donkey Boilers? --

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

Has 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 shaft now been changed? -- If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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? --

State date of examination of Screw Shaft -- State the distance between ~~bearing metal~~ bearing metal of stern bush and top of after bearing of screw shaft Unavailable

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

If so, 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

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed 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.

The Steam Pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam and pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results. (P.T.O.)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 5, 41.

(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.)

Survey Fee (per Section 29) Yen 205.00 Fees applied for 29/5 1941

Electrical Survey Yen 40.00 Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 20 AUG 1941

Assigned 5.41

CERTIFICATE WRITTEN

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

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register Foundation

007465-007473-0100 1/2

SS No. 1 due 2.40 chkd.
& propeller blade changed.

It is submitted that
this vessel is eligible for
THE RECORD. + LNC 5741.

L.H.
12/6/41.

Rpt. 9a.

Port of Kobe.

(2) (MACHINERY)

Continuation of Report No. 1220 dated 6th June 1941

on the "SYDNEY
MARU"

The 2 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.

REPAIRS DUE TO WEAR AND TEAR:-

H.P. Slide valve rings - renewed.

H.P. and M.P. crosshead pins skimmed up and upper brasses - re-metalled.

Two Weir's feed pump:- Bucket rings - renewed.

General Service pump:- Bucket rings - renewed.

Dynamo Engine:- Crank brass and piston rings - renewed.

Main stop valve seat of port boiler - renewed.

Main check valve chest and bottom blow valve chest on port boiler - renewed.

Electric cables:- About 438 m. amoured wire and 86 m. lead covered wire - renewed.

Other minor repairs and adjustments carried out.

REPAIRS/TO DAMAGE ^{Due} stated to have been caused by the vessel's propeller striking some submerged object on the 4th September 1940, whilst on a voyage from Sakito to Legaspi. For further particulars see Kobe damage report dated 13/6/41.

Now Done:- Temporary fitted one cast iron blade has now been replaced with a new bronze blade and found satisfactory. *N.H.*



© 2020

Lloyd's Register
Foundation