

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

(Received at London Office.)

JAN 25 1941

Date of writing Report 26th Nov. 1940. When handed in at Local Office 26th Nov. 1940. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 14th Nov. Last Survey 20th Nov. 1940. (No. of Visits Three)

4491 on the Machinery of the ~~Wood Iron or Steel~~ S.S. "SYDNEY MARU"

Age } Gross 4105  
 Net 2518  
 Vessel built at Kobe By whom Kawasaki Dkyd Co. Id. When 1919-7  
 Engines made at Kobe By whom Kawasaki Dkyd Co. Id. When 1919  
 nominal 356  
 se Power  
 of Main Boilers 2 SB Boilers, when made (Main) 1919 (Donkey) X  
 Owners Kokusai Kisen K.K. Owners' Address X  
 (if not already recorded in Appendix to Register Book.)  
 of Donkey Boilers X Managers Port Kobe Voyage X  
 Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Dry Dk  
 (State name of Dock.) Ishikawajima Fukagawa Dock.  
 Donkey Boilers X

1st Report No. Port

Particulars of Examination and Repairs (if any) TS &amp; Prop. damage 100% Awng dk with freeboard 2-39

Periodical 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 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 Yes. Accepted.

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

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

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

Was this not done, state for what reasons? not due for survey.

What parts of the Boilers could not be thus thoroughly examined? X

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? X

What was the latest date of internal examination of each boiler?

Present condition of funnel? X Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? X

To what pressure were they afterwards adjusted under steam? X

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? X

, 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? X

, and of the Donkey Boilers? X

Has screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? X If so, state reasons X

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has the shaft now fitted been previously used? X

Has it a continuous liner? X

remetalled

What was the date of examination of Screw Shaft 18-11-40 State the distance between bearing metal of stern bush and top of after bearing of screw shaft now

Is electric light and/or power fitted? X

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

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

Was 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 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, stern bush with oil packing gland at aft end of tail shaft examined and found or now placed in good condition.

Tail shaft without liner, examined and found or now placed in good condition.

Continued.

General Observations, Opinion, and Recommendation:— The machinery 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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

Is in good condition and eligible in my opinion to be continued as classed with fresh record of

Tail Shaft (OG) seen 11-40,

Survey Fee (per Section 20) £ : X : Fees applied for 22-11-19 40  
 Special Damage or Repair Fee (if any) £ 215.00  
 (per Section 20.)  
 Travelling expenses (if chargeable) £ : 9.00  
 Received by me, 19

Committee's Minute

Assigned

11 FEB 1941

Deferred

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

007465-007473-0110



Sc.S. "SYDNEY MARY".

Repairs due to damage stated caused by vessel's propeller striking some submerged object on the 4th September, 1940, whilst on a voyage from Sakito to Iagasaki.

FOUNDRECOMMENDEDRemovable type bronze propeller blade.

One blade broken through at a distance  
of 13 inches from its boss.

One blade to be renewed.

Other 3 blades to be dressed off  
and cleaned.

Temporarily one spare blade to  
be used.

It is further recommended that propeller be removed and tail shaft be drawn in for examination and stern bush bearing metal be renewed and all these parts to be refitted in good order, also all the removals or disturbed work for access to the above repairs to be made in good order.

The above repairs were recommended and carried out in order to place the vessel in as good condition as she was in before having sustained the damage in question.

Note:- Ship had no spare bronze blade and temporarily made by steel casting.  
Copy of certificate attached.

MA