

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

(Received at London Office)

7 AUG 1941

Date of writing Report 10th June 41 When handed in at Local Office 11/6/ 41 Port of Kobe

No. in Reg. Book. Survey held at Tama Date, First Survey 15/5/41 Last Survey 3/6 1941

84224 on the Machinery of the ~~KOROKI~~ Steel M/S "SYOHEI MARU" (No. of Visits 5)

Tonnage { Gross 7256 Vessel built at Tama By whom Mitsui Bussan Kaisha Ltd. When 1931, 3 mo.

Net 4413 Engines made at Tama By whom Mitsui Bussan Kaisha Ltd When 1931

Nominal Horse Power { 489 NHP Boilers, when made (Main) -- (Donkey) 1931.

No. of Main Boilers -- Owners Shimatani Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Kobe Voyage

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both. Tama Dock.

in Donkey Boilers 100 lbs

Last Report No. Port

Particulars of Examination and Repairs (if any) COMPLETION OF LMC (CS) DBS & SRL.

Periodical Surveys, when held, must be reported in detail and serially 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.

In 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

Was 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?

Yes

this was not done, state for what reasons?

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

so 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?

ate latest date of internal examination of each boiler June 1941. Present condition of funnel(s) Good

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

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

ad the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

ad the Surveyor examine the drain plugs of the Main Boilers? Yes

ad the Surveyor examine all the mountings of the Main Boilers? Yes

s screw shaft now been drawn and examined? 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?

s shaft now been changed? -- If so, state reasons

s 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?

te date of examination of Screw Shaft State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 5 m/m

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

DW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Main and Auxiliary engines opened up for survey, as follows, examined and found or now placed in good condition:-

Main Engine:-

Nos. 1 & 6 cylinders, pistons, valves, gears and covers, crossheads and guides.

Nos. 1, 5 & 6 bottom ends.

Nos. 5, 6, 7 & 8 crank shaft journals.

(P.T.O.)

General Observations, Opinion, and Recommendation:- The Machinery and Boiler 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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or XLHC 110 lb., F.D., &c.)

XLHC 110 lb., F.D., &c.)

CS 2,34,

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

L.M.C. (C.S.) 6.41 & D.B.S. 6.41 subject to the main engine No.5 crank forward

being examined before the end of November 1941 and revolutions not to exceed 100 per minute.

Survey Fee (per Section 29) Yen : 120.00 Fees applied for 6/9 41

Electrical Survey Yen 120.00

(per Section 29.)

elling expenses (if chargeable) (See Hull Report)

Received by me, 19

Committee's Minute

signed + Lmb. C.S. 6.41 subject

6.41

D.B.S. 6.41

FRI. 29 AUG 1941

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007465-007473-0167 1/3

Starboard Forward Dynamo Engine - all parts.

Starboard Forward Compressor - all parts.

Aft starting air receiver.

Spare air bottle.

Forward Jacket and Piston cooling pumps.

Oil fuel transfer pump.

Feed pump.

Independent bilge pump.

Ballast pump.

Port Fuel oil settling tank, ✓

Port Fuel oil daily service tank, internally.

Pumping arrangements examined and now ^{found} placed in good condition.

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.

The Donkey Boiler was examined over all parts with doors, mountings, steam pipings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for Donkey Boiler examined under working condition and found in order.

S.R.L:- L.M.C.(CS) completed the cycle as stated above.

Main Engine No.5 forward crank web specially examined.

The crank web is of cast steel and slight surface crack was observed at the port side section between eye holes on the flat face when looking forward in No.5 crank pit, at crank top center.

The crack started at a position 2-5/8" from the edge of the following side of the web and not extending as far as the vertical line made by eye hole centers.

The crack was cut out and mostly disappeared at 9 m/m to 20 m/m maximum in depth.

The shrinkage fits and dowels are in good condition.

Readings of web distance of No.5 crank and of bridge gauges on main bearings, Nos.5, 6, 7 and 8, were found to be satisfactory.

The new web is not yet in hand.

The Owners particularly requested that the vessel be allowed to proceed to sea at the reduced power of propelling machinery.

Cast steel reinforcement channel was electrically fitted on both leading and following sides of No.5 forward web.

This cast steel channel is 30 m/m thick throughout and of 600 m/m long. The depth of the channel is 190 m/m greatest at mid-length and arch shaped to the ends.

The electrically fitting operation of these castings were specially examined during progress.

After severe trial running, on completion of reinforcement, the crank web and reinforcement were carefully examined and found to be in satisfactory condition.

In my opinion the crank web is now in safe condition and it is recommended that same be again examined before the end of November 1941 and revolutions not exceed 100 per minute.

Rpt. 9a.

(3) (MACHINERY)

Port of Kobe

Continuation of Report No.

dated 10th June 1941

on the "SYOHEI
MARU"

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine No.6 bottom end brasses remetalled.

General service sea suction valve box renewed.

Other minor repairs effected.

JK



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