

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

(Received at London Office)

APR 25 1941

Writing Report 29/1/41 When handed in at Local Office 30th Jan 1941 Port of Kobe.
 Survey held at Osaka. Date, First Survey 21/1/41 Last Survey 22/1/1941.
 on the Machinery of the ~~Block Island~~ Steel M.S. "SYOHEI MARU". (No. of Visits Two.)
 Gross 7256 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931 3mo.
 Net 4413 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931.
 489 NHP Boilers, when made (Main) -- (Donkey) 1931.
 Owners Shimatani Kisen Kabushiki Kaisha Owners' Address --
 Managers -- (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Afloat. Port Kobe. Voyage --
 100 lbs. (State name of Dock.) --

Report No. -- Port -- PART MACHINERY (S.R.E.)
 Particulars of Examination and Repairs (if any) --
 Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.
 In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.
 Damage report made by anyone else? If so, by whom? See Seattle Cert. 12/12/40.
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

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.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	5,40		*LMC (CS) 5,37
with freeboard.			3,39
			DBS 5,40
			TS (CL) 3,39
Carrying cargo oil F.P. above 150°F. in deep tanks.			
ss Kob. No. 3-5,37.			

Not done, state for what reasons? Not submitted for survey at this time.

Parts of the Boilers could not be thus thoroughly examined? --
 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? --

Date of internal examination of each boiler -- Present condition of funnel(s) --

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

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

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

Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

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

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? --

Shaft now been changed? -- If so, state reasons --

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? --

Examination of Screw Shaft -- State the distance between lignum vitae of bearing of stern bush and top of after bearing of screw shaft --

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

Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

ONE:- Vessel examined afloat.

Main Engine No.5 forward crank web carefully examined and found cracks and crank web

ances checked and found in efficient condition, but it is recommended that the No.5 forward

web to be examined or renewed on or before the end of May, 1941. The Owners stated that the

pecial Survey No.1 will be completed at the same time.

& TEAR REPAIRS:-

Minor repairs and adjustments carried out.

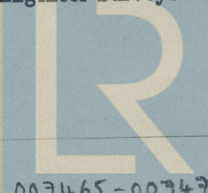
at Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.E. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
 is eligible, in my opinion, to be continued as classed, *LMC (C.S.) 5, 37. with under date
 be retained, subject to Main Engine No.5 crank forward web being examined or renewed on or the end of May, 1941.

(per Section 20) -- Fees applied for 25/1/1941
 Examination Yen 60:00
 Fee (if any) (See Hull Rept.)
 expenses (if chargeable) --

Committee's Minute TUE. 13 MAY 1941

ed As now Subject

K. Takedaya
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

007465-007473-0175

Slight Defects in Not forward
crank web examined.

It is submitted that
this vessel is eligible to
remain at OLARRD.

Subject to Not forward
crank web being
examined before end

of 1874
12/8/74



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