

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

No. 11817

(Received at London Office)

Date of writing Report 31st May 1941 When handed in at Local Office 31st May 1941 Port of Kobe - 7 AUG 1941
No. in Reg. Book 84258 Survey held at Osaka Date, First Survey 1/5/41 Last Survey 10/5/1941
on the Machinery of the ~~Wood~~ Steel S/S "SYUNKO MARU" (No. of Visits 3)

Tonnage { Gross 6781
Net 5015 Vessel built at Harima By whom Teikoku S.S. Co. When 1919 11 mo
Nominal Horse Power 575 NHP Engines made at Harima By whom Teikoku S.S. Co. When 1919
Boilers, when made (Main) 1919 (Donkey) --- When 1919
No. of Main Boilers 2SB & Owners Osaka Syosen Kaisya
1 Aux. SB. Managers
No. of Donkey Boilers --- Owners' Address
Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both
4 in Donkey Boilers --- (State name of Dock.) O.I.W., Chikko. Voyage

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) LMC

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 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.

" " Donkey " " " " ---

If this was 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

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? ---

and of the Donkey Boilers? ---

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

and of the Donkey Boilers? ---

Is 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? ---

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

Is 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 lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft 5/32"

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

Is electric light ~~XXXXXX~~ fitted? Yes

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

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

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

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

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 main and 1 auxiliary boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this

(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 CS 8,24, 140 lb., F.D., &c.)

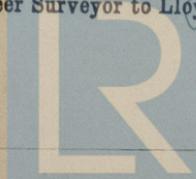
vessel are in good condition and eligible in our opinion to be continued as classed with fresh record of LMC 5, 41.

Survey Fee (per Section 29) Yen : 240.00
Special Damage or Repair Fee (if any) L
Printing expenses (if chargeable) Yen :
(See Hull)
Committee's Minute
Signed Lamb 5.41

Fees applied for 24/5/1941
Received by me, M. Lamakima
19

M. Lamakima K. Takadaya + F. Ikukey
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 19 AUG 1941



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007506-007517-0189 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

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

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:- H.P. cylinder lined up and ahead guide shoe - remetalled.
H.P. eccentric straps, whole - remetalled.

Auxiliaries:- Centrifugal pump engine, piston packing rings - renewed.

Other minor repairs and adjustments effected.

NOTE:- Main Engine:- L.P. piston proper, found a small crack on its packing ring face, examined and found in efficient condition. K. B.



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Examined

It is submitted that
this vessel is eligible for
THE RECORD, value 541

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17/8/41



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