

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

(Received at London Office,

AUG 1941

Date of writing Report 11th June 1941 When handed in at Local Office 11th June 1941 Port of SHIMONOSEKI.  
 No. in Survey held at NAGASAKI Date, First Survey 19th May Last Survey 7th June 1941  
 Reg. Book. 6552 on the Machinery of the YONEYAMA MARU (No. of Visits 3)

Gross 5274 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. When 1919 3  
 Net 3276 Engines made at Nagasaki By whom Mitsubishi Zosen K. Ltd. When 1919  
 Nominal 490 Boilers, when made (Main) 1919 (Donkey) /  
 of Main Boilers 3 Owners Itaya Syosen K.K. Owners' Address /  
 of Donkey Boilers / Managers / (if not already recorded in Appendix to Register Book.)  
 Steam Pressure 200 lbs Port Tokyo Voyage /  
 in Main Boilers / If Surveyed Afloat or in Dry Dock Both  
 in Donkey Boilers / (State name of Dock.) Mitsubishi Nagasaki Dock.

ast Report No. / Port /

Particulars of Examination and Repairs (if any) Docking & 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 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.

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 /

as 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 " " " /

this was not done, state for what reasons? /

did 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? /

date latest date of internal examination of each boiler 26th 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? / , 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? /

date of examination of Screw Shaft / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 70/1000

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

Is electric light and/or power fitted? Yes

so, 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? /

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, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

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

The 3 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 on the 7th June 1941.

Repairs due to wear & tear:- H.P. & M.P. piston rings renewed. H.P. & M.P. piston valve rings renewed. H.P. valve spindle skimmed up and new neck & gland bushes fitted. L.P. crank pin brass remetaled. Steam & water piston packing rings of 2 independent feed pump renewed. Other repairs of a minor nature effected.

General Observations, Opinion, and Recommendation:—

(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, R.S. 9, 11, B. & M.S. 9, 11, \* L.M.C. 9, 11, or \* L.M.C. 140 lb., F.D., &c.)

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. 6-41

Survey Fee (per Section 29) ¥ 225:00 Fees applied for 9. 6. 1941  
 Special Damage or Repair Fee (if any) E  
 Travelling expenses (if chargeable) See Hull Rpt. Received by me, /

Committee's Minute

Assigned

TUE. 19 AUG 1941

thm. 6.41

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

007739-007745-0131

Examinined.

June 6.41

DA

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