

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

No. 11775

(Received at London Office)

19 JUL 1941

Date of writing Report 16/4/41. When handed in at Local Office 17th April 1941. Port of Kobe.  
 No. in Reg. Book. 82850 Survey held at Kobe. Date, First Survey 14/3/41. Last Survey 19/3/1941.  
 on the Machinery of the ~~Wakayama~~ Steel A.M.S. "SAN-YO MARU". (No. of Visits Three.)  
 Tonnage { Gross 8360 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1930 10mo.  
 Net 5041 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1930.  
 Nominal Horse Power 1495 NHP Boilers, when made (Main) -- (Donkey) 1930.  
 No. of Main Boilers -- Owners Osaka Syosen Kabusiki Kaisha. Owners' Address Osaka.  
 No. of Donkey Boilers 1 Managers -- (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers -- Port Osaka. Voyage --.  
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.  
 (State name of Dock.)

Last Report No. -- Port --Particulars of Examination and Repairs (if any) PART LMC(CS) & DBS.

Periodical Surveys, when held, must be reported in detail and variation 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? --

" " Donkey " " " Yes.

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 March, 1941.Present condition of funnel(s) Good.Did the Surveyor examine the Safety Valves of the Main Boiler? --To what pressure were they afterwards adjusted under steam? --Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.To what pressure were they afterwards adjusted under steam? 100 lbs.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --and of the Donkey Boilers? Yes.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? --and of the Donkey Boilers? Yes.Has 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? --Has shaft now been changed? -- If so, state reasons --Has 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 of ~~main~~ of stern bush and top of after bearing of screw shaft --

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

Is electric light and power fitted? Yes.If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Yes, (See below).

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

NOW DONE: - Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings examined and found in good condition.

The following parts of main and auxiliary engines opened up, examined, found or now placed in good condition.

## MAIN ENGINES:-

## PORT

## STARBOARD

Cylinders, pistons, valves, gears &amp; covers.

Nos. 3, 4 &amp; 6.

Nos. 2 &amp; 5.

Connecting rod and top ends.

Nos. 3, 4 &amp; 6.

Nos. 2 &amp; 5.

Bottom ends.

Nos. 3, 4 &amp; 6.

Nos. 2 &amp; 5.

Crankshaft journals.

Nos. 5 &amp; 6.

Nos. 2 &amp; 3.

Thrust and Intermediate shafts.

Port.

Starboard. (P.T.O.).

## General Observations, Opinion, and Recommendation:— The machinery and donkey boiler 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 L.M.C. 120 lb., P.D., &c.)

vessel, so far as now seen, are in good condition and eligible, in our opinion, to be continued

as classed, L.M.C. (G.S.) 4 40 be retained with fresh under date 3. 4T & D.B.S. 3. 4T

Survey Fee (per Section 29) Yen 110:00Fees applied for 1/4/1941Social Damage or Repair Fee (if any) ---Received by me, 19Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute

Assigned C.S. 3. 41

C.S.

3. 41

FRI. 8 AUG 1941

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007825-007833-0148 1/2



AUXILIARIES:-

No.3 (Port Aft) auxiliary diesel engine - complete.

No.2 (Port) turbo blower.

Pumps:-

No.2 (Port Aft) oil fuel transfer pump.

Nos.1 & 2 (Fore and Aft) donkey boiler feed pumps.

No.2 (Starboard Inboard) piston & jacket cooling water pump.

No.1 (Port Inboard) bearing lubricating oil pump.

Bilge and sanitary pump.

Air bottles:-

Nos.1 & 2 air bottles for main and auxiliary blast air - internally.

Fuel oil tank:-

No.1 (Starboard) fuel oil settling tank for main engine - internally.

Lubricating oil cooler.

The one Donkey Boiler was examined over all parts with doors, mountings 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.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine - port side, No.3 cylinder liner renewed on account of wear and liner marked as follow:-

LLOYD'S No.7931, W.T.P. 6 KGS. F.I. 10-3-41, LR.

Other minor repairs and adjustments effected. K. G.



*Advanced.  
S. S. held*

It is submitted that  
this vessel is eligible for  
**THE RECORD.** *S.S. 341*

It is submitted that  
this vessel is eligible for fresh  
**RECORD** of Survey *341*  
for the oil engines.

*James Forrester James  
Super 341*

*209  
7/8/41*



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