

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

(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 (No. of Visits Three)

on the Machinery of the ~~Wakayama~~ Steel A.M.S. "SAN-YO MARU"

Tonnage { Gross 8360 Net 5041 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. When 1930 10mo.

Nominal Horse Power 1495 NHP Engines made at Nagasaki By whom Mitsubishi Zosen K.K. When 1930

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1930

No. of Donkey Boilers 1 Owners Osaka Syosen Kabusiki Kaisya. Owners' Address Osaka (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers -- Managers -- Port Osaka Voyage --

in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Mitsubishi 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 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? --

" " 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.

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 or ~~wooden~~ wooden part of stern bush and top of after bearing of screw shaft P. 3.7 m/m. S. 4.6 m/m.

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

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 & covers.	Nos. 3, 4 & 6.	Nos. 2 & 5.
Connecting rod and top ends.	Nos. 3, 4 & 6.	Nos. 2 & 5.
Bottom ends.	Nos. 3, 4 & 6.	Nos. 2 & 5.
Crankshaft journals.	Nos. 5 & 6.	Nos. 2 & 3.
Thrust and Intermediate shafts.	Port.	Starboard. (P.T.O.).

**General Observations, Opinion, and Recommendation:**— The machinery and donkey boiler of this vessel, so far as now seen, are in good condition and eligible, in our opinion, to be continued as classed, L.M.C. (C.S.) 4 40, be retained with fresh under date 3. 4T & D.B.S. 3. 4T

Survey Fee (per Section 29) Yen 110:00

Social Damage or Repair Fee (if any) ---

Travelling expenses (if chargeable) (See Hull Report)

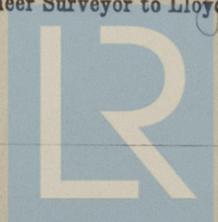
Committee's Minute FRI. 8 AUG 1941

Assigned C.S. 3.41

Fees applied for 1/4/1941

Received by me, 19

K. Sakurada & P. Tucker  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

ON ENGINE CONTINUOUS SURVEY

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

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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. S.



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*Advanced.*  
*J. B. held*

It is submitted that  
this vessel is eligible for  
THE RECORD, *J. B. 341*

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

*Arthur Rowan & Co*  
*Survey 341*

*J. B.*  
*7/8/41*



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