

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

(Received at London Office 16 JUN 1941)

Date of writing Report 31/3/41. When handed in at Local Office 4th April 1941. Port of Kobe.

No. in Reg. Book. 86687 Survey held at Tama. Date, First Survey 28/2/41 Last Survey 12/3/1941.
(No. of Visits Two.)

on the Machinery of the ~~Koniki~~ Steel S/S "ZUIYO MARU".

Tonnage { Gross 5289 Vessel built at Glasgow. By whom C. Connell & Co. Ltd. When 1912 10mo.
Net 3844

Nominal Horse Power { 536 NHP Engines made at Glasgow. By whom Dunsmuir & Jackson Ltd. When 1912.
Boilers, when made (Main) 1912. (Donkey) --

No. of Main Boilers 3 SB Owners Kyodo Kaiun Kabushiki Kaisha. Owners' Address --
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers -- Port Tokyo. Voyage --

Team Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tama Dock.

in Donkey Boilers --

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and scriation 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 Damage-Rept. 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 March, 1941.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? --

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? --

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

Has the shaft now fitted been previously used? -- Has it a continuous liner? --

State date of examination of Screw Shaft -- State the distance between lignum vitae 7/64" of stern bush and top of after bearing of screw shaft

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? --

Has 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.

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 and rods, crank, thrust and 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.

REPAIRS DUE TO DAMAGE:- Cause not stated.

3 propeller blades slightly bent at the following edges, now faired and/or dressed up by welding.

Damage report not required. (P.T.O.).

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

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

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

L.M.C. 3, 41.

Survey Fee (per Section 29) Yen 240:00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 27 JUN 1941

Assigned L.M.C. 3, 41

Fees applied for
18/3/1941

Received by me,
31/3/1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008796-008803-0013

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:-

Front end upper flanging in way of starboard wing furnace of the Starboard Boiler and front end lower flanging in way of centre furnace of the Port Boiler, were found grooved, now cut out and partly renewed.

Other minor repairs and adjustments effected.

[Signature]

ExB examined

It is submitted that

the vessel is eligible for

the RECORD

[Signature]



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