

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

FEB 15 1941

(Received at London Office)

Date of writing Report 24/12/ 40. When handed in at Local Office 26th Dec. 19 40 Port of Kobe.
No. in Survey held at Kobe. Date, First Survey 11/12/40 Last Survey 17/12/1940.
Book. (No. of Visits Three.)
208 on the Machinery of the ~~Wood Iron or Steel~~ M.S. "SYDNEY MARU".
Gross 5425 Vessel built at Yokohama. By whom Yokohama Dock Co., Ltd. When 1929 11mo.
Net 3223 Engines made at Copenhagen. By whom Akt Burmeistr & Wain. When 1929.
Nominal 489 NHP Boilers, when made (Main) -- (Donkey) 1929.
Horse Power of Main Boilers -- Owners Osaka Syosen Kabusiki Kaisya. Owners' Address
of Donkey Boilers 1 Managers Port Osaka. Voyage
Steam Pressure -- If Surveyed Afloat or in Dry Dock Both
Main Boilers Donkey Boilers 100 lbs. (State name of Dock.) Mitsubishi Dock.

st Report No. Port
Particulars of Examination and Repairs (if any) PART LMC (CS) & DBS.
Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the
nature 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
details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
names 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

Is 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? --

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

What was not done, state for what reasons? --

What parts of the Boilers could not be thus thoroughly examined? --

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? --

What is the latest date of internal examination of each boiler? December, 1940.

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 the 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 the shaft now been changed? -- If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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? --

What is the date of examination of Screw Shaft? -- State the distance between lignum vitae or ~~lubricator~~ of stern bush and top of after bearing of screw shaft 5.5 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

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.

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

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

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

Main Engine:-
Nos. 2 & 5 cylinders, pistons, valves, gears and covers.
Nos. 2 & 5 connecting rods and top ends.
No. 2 bottom end.
Nos. 1, 2, 3 & 6 crankshaft journals.
Thrust shaft. (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, LMC (CS) 1, 39. be retained with fresh under date 12. 40 and B.S. 12. 40.

Survey Fee (per Section 29) Yen 80:00 Fees applied for 20/12/1940
Special Damage or Repair Fee (if any) -- --
(per Section 29.)
Travelling expenses (if chargeable) (see Hull Report) Received by me, 19

Committee's Minute FRI. 28 FEB 1941

Assigned 12.40 DBS. 12.40

K. Daxdaya
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
608973-008981-0253102

CS advanced,
DBS due 11.40 held
It is submitted that
this vessel is eligible for
THE RECORD. DBS 12.40.
It is submitted that
this vessel is eligible for fresh
RECORD of Survey 12.40.
for the oil engines.

24
4 25/4/41

For RMC No. 3 (Port)
General examiners
12.40.

Rpt. 9a.

Port of Kobe.

(2) (MACHINERY)

Continuation of Report No. 11696 dated 24/12/40

on the

"SYDNEY
MARU"

Auxiliaries:-

No.3 (Port) Auxiliary Diesel Engine:- all working parts - complete.

No.2 (Port Aft) air compressor - all working parts - complete.

Bilge and sanitary (Independent) pumps.

No.1 (Inboard) jacket cooling water pump.

No.1 (Inboard) piston lubricating oil combined pump.

General service pump.

The Donkey boiler was examined over all parts with door, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected. K.B.