

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

FEB 15 1941

(Received at London Office)

Date of writing Report 19/12/40 When handed in at Local Office 24th Dec. 1940 Port of Kobe.
 in Book Survey held at Osaka. Date, First Survey 26/11/40 Last Survey 13/12/1940.
 (No. of Visits Four.)

192 on the Machinery of the ~~Wood Iron~~ Steel S/S "SUMATRA MARU".
 Gross 5863 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1917 12mo.
 Net 4272 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1917.
 Main Boilers 2 SB Boilers, when made (Main) 1917. ~~Donkey~~ (AUXY) 1917.
 Owners Osaka Syosen Kabusiki Kaisya. Owners' Address Osaka. Voyage Osaka.
 Managers Osaka Syosen Kabusiki Kaisya. (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Chikko Dock.
 (State name of Dock.)

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) LMC

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Local assigned number exhibited.	Machinery and Boiler Surveys (including date of N.B., if any)
*LOCAL 10,39		*LMC 10,39
Awning dk with freeboard.		TS(OG) 10,39
ss Osa. No. 3-5, 29.		
ss Kob. No. 2-37.		

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 repairs 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.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined

Has 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.

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

Were any parts of the Boilers not 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? --

Latest date of internal examination of each boiler December, 1940. 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? AUXY. Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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 the distance between ~~bearing metal~~ bearing metal of stern bush and top of after bearing of screw shaft 104/1000".

Is electric light ~~fitted~~ fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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 Complete.

WORK DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, with oil packing gland at aft end of tail shaft, 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 steam pipes were tested as required by the rule and found tight.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results. (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in good condition and eligible, in our opinion, to be continued as classed with fresh record of 12.40.

Fee (per Section 29) Yen 225:00 Fees applied for 13/12/40
 Electrical Survey Yen 60:00
 Printing expenses (if chargeable) (See Hull Report)
 Received by me, [Signature] 19 40

Committee's Minute [Signature]
 Signed [Signature] 12.40

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

The 2 Main and 1 Auxiliary 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 WEAR AND TEAR:-

Main Engine - H.P. piston rings renewed.

L.P. ahead guide shoe - remetalled.

Centrifugal pump - impeller casing renewed.

40 smoke tubes of boiler renewed.

Other minor repairs and adjustments effected.

Handwritten signature



No 3 held

It is submitted that
this vessel is eligible for
THE RECORD. *Alme 12.40.*

WA
4/3/41



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