

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

(Received at London Office)

JUL -8 1940

Report made on 18th May 1940 When handed in at Local Office 18th May 1940 Port of SHIMONOSEKI.

Survey held at SHIMONOSEKI. Date, First Survey 24th April Last Survey 11th May 1940

on the Machinery of the ~~Wood Iron or Steel~~ Single Screw Steamer "SYORYU MARU" (No. of Visits 3)

Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1919 1

Engines made at Belfast By whom Harland & Wolff, Ltd. When 1919

Boilers, when made (Main) 1919 (Donkey) /

Owners Syoryu Kisen K.K. Owners' Address /

Managers Tanaka Shoji K.K. Port Dairen Voyage /

If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Mitsubishi Hikoshima Dk.

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
*100AI Shelter dk with freebd 3-39 SS Smk. No. 3-3, 39		*LMC 11-37 BS 3-39 TS (CL) 11-37
DAMAGE BATHING BULB FITTED in two dks		

Port No. Port

Years of Examination and Repairs (if any) 4yrs, LMC & TS. (Damage)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and repairs on the body of the vessel, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined Offered & Accepted

Has anyone else made a report? If so, by whom? /

Will you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Will you examine the Donkey boiler? /

Why do you not go inside each boiler, state for what reasons? /

Why do you not examine the Boilers could not be thus thoroughly examined? /

What 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? /

When was the last internal examination of each boiler? 24th April 1940. Present condition of funnel(s) Good

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did you examine the Safety Valves of Donkey Boiler? / To what pressure were they afterwards adjusted under steam? /

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? /

Did you examine the drain plugs of the Main Boilers? /, and of the Donkey Boilers? /

Did you examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? /

Has the Main Shaft been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /

Has the Donkey Shaft been changed? No If so, state reasons: /

Has the Donkey Shaft ever been fitted 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 condition of the Screw Shaft? / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

Are there any electric lights or power fitted? Yes

Did you 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 insulation is not complete, state what arrangements have been made for its completion and what remains to be done. /

Were the Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their

shell fastenings, examined and found or now placed in good condition,

Tail shaft with continuous liner, examined and found in good condition.

All cylinders, pistons, valves, chests, rods, crank, thrust & intermediate shafting, conden-

ser, pumps, piping & 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 on the 11th May 1940.

P. T. O.

Observations, Opinion, and Recommendation:—

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 what 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 F.D. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be

classified as classed with fresh record of *LMC, 5-'40, and "Tail shaft (CL) seen 4-'40".

Section 29).....	£ 240:00	Fees applied for 13. 5. 19 40
or Repair Fee (if any).....	£ 100:00	
Section 29.)	£ 2:00	
charges (if chargeable).....	£	Received by me, 19

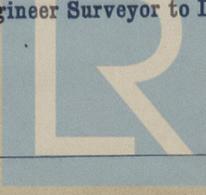
M. Lam... Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute

FRI. 19 JUL 1940

LMC 5-40

CERTIFICATE WRITTEN



Lloyd's Register Foundation

S.S. "SYORYU MARU"

Repairs due to damage stated caused by the propeller striking big wood fender when coming along side the coal wharf at Miike on the 8th July 1939.
For further particulars see Smk. Damage report dated 13th May 1940 copy attached hereto.
Propeller (4 bronze bladed):- One blade--Frained in place and crack cut out & welded.
Two blades-- Frained in place.

Repairs due to wear & tear:-

Centre boiler:- 4 fractured small stays renewed.
Centre & Sstarb.wing furnaces grooved at goose neck,
grooved cut out and electrically welded.

Lower half of stern bush lignum vitae rewooded.

Other minor repairs and adjustment effected.

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