

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

(Received at London Office)

Date of writing Report 11th July 1940 When handed in at Local Office 11th July 1940 Port of SHIMONOSEKI

No. in Survey held at SHIMONOSEKI Date, First Survey 21st June Last Survey 9th July 1940
 eg. Book. 6928 on the Machinery of the ~~Kankin~~ Steel Single Sc. Steamer "Y U R I M A H U" (No. of Visits 4)

Gross 6787 Vessel built at O. Harima. By whom Harima Dkyd Co. When 1919 / 8
 Net 5085 Engines made at Kobe By whom Kobe Steel Works, Ltd. When 1919

Nominal 557 Boilers, when made (Main) 1919 (Donkey) /
 Horse Power
 No. of Main Boilers 3 Owners Kokusai Kisen K.K. Owners' Address /
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers / Managers / Port Kobe Voyage /
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both.
 in Donkey Boilers / (State name of Dock.) Mitsubishi Hikoshima Dock.

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 not expired	Machinery and Boiler Surveys (including date of N.B., if any).
*IOOAI 11-38		*LMC 9-37
ssNag.No.3-11,31		ES 2-40
ssKob.No.1-36		TS (CL) 3-38

Last Report No. Port Docking,
 Particulars of Examination and Repairs (if any) LMC.TS & E.F.

Periodical Surveys, when held, must be reported in detail and seriatim 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? 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 25th June 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? / To what pressure were they afterwards adjusted under steam? /

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

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? /

Has screw shaft now 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 shaft now been changed? No 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 1-7-1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

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

Is electric light and/or power fitted? Yes

If so, 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.

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

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

All cylinders, pistons, valves, chests, rods, crack, thrust & intermediate shafting, condenser, pumps, piping & pumping arrangements examined & found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to 2 times W.P. and the copper steam pipes were annealed before testing.

Electric fitting examined as per Rules and megger tests carried out satisfactory.

The 3 Main boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. P. T. O.

General 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 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 *LMC 120 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of *LMC, 7-40, and "Tail shaft (CL) seen 7-40".

Survey Fee (per Section 29) £ 295:00 Fees applied for 11. 7. 19 40
 Special Damage or Repair Fee (if any) £ : Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ :

Committee's Minute FRI 13 SEP 1940

Assigned + Lamb 7.40

Mr. Lamakunat
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation

S.S. "YURI MARU"

Safety valves adjusted under steam as stated above on the 9th July 1940.

Repairs due to wear & tear:-

One bronze propeller blade cracked/at about 20" from root and renewed.
(4 $\frac{1}{2}$ " long and 1 $\frac{1}{2}$ " deep) (Marks on new blade).
The old blade placed on board as a spare for emergency use.
Stern bush lignum vitae, lower half rewooded.
Other minor repairs and adjustment effected.

H 7169
LLOYD'S
No. 3123
7-11-31
LR.HAG.

Propeller blade renewed.

It is submitted that
this vessel is eligible for
THE RECORD, value 740
\$740.

11/9/40



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