

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

(Received at London Office) - 7 AUG 1941

Date of writing Report 28th May 41 When handed in at Local Office 29/5/41 Port of Kobe

No. in Reg. Book 81968 Survey held at Kobe Date, First Survey 16/5/41 Last Survey 16/5 1941

on the ~~Machinery of the ~~Iron~~ Steel~~ TWIN SCREW STEAMER "RAKUYO MARU" (No. of Visits 1)

Gross 9419 Net 5678 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd When 1921, 5 mo.

Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd When 1921

Boilers, when made (Main) 1921 (Donkey) - Ltd. Owners Nippon Yusen Kaisha

Owners' Address (if not already recorded in Appendix to Register Book.) Port Voyage

Managers If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Mitsubishi Dock.

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

Last Report No. Port Particulars of Examination and Repairs (if any) Port T.S.

Periodical Surveys, when held, must be reported in detail and serially 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 dates 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?

When this 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?

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? To what pressure were they afterwards adjusted under steam?

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

Has the screw shaft now been drawn and examined? Yes/ Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the 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?

Date of examination of Screw Shaft May, 1941 / State the distance between bearing metal of stern bush and top of after bearing of screw shaft P 2.7 m/m

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

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?

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete.

WORK DONE:- Vessel placed in dry dock, P & S propellers, port stern bush with oil packing gland

after end of tail shafts, shell fastenings of sea connections, examined and found in good

condition.

Port Tail Shaft without liner, examined and found in good condition.

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

good condition and eligible, in my opinion, to be continued as classed and Port Tail Shaft (OG)

on 5,41.

Survey Fee (per Section 29) Yen : 35.00 Fees applied for 20/5 1941

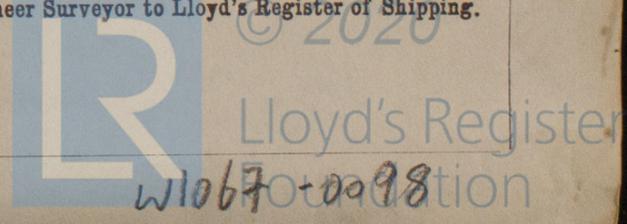
Special Damage or Repair Fee (if any) £

Printing expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute TUE. 26 AUG 1941

Signed As now

M. Yamakura 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

Port Shaft examined.

It is submitted that
this vessel is eligible for
THE RECORD, Vol 5571

[Signature]
22/8/22

RETAIN

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Foundation

Department of Shipping for Boilers & Engines and Boilers