

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

No. 6764

Date of writing Report 25/9/39. When handed in at Local Office 25/9/39. Port of YOKOHAMA

No. in Reg. Book 4936 Survey held at YOKOHAMA Date, First Survey 11th Sept. Last Survey 21st Sept. 1939. No. of Visits Three

on the Machinery of the ~~Wood, Iron or Steel~~ T.Sc.M.V. "TERUKUNI MARU"
 Gross Tonnage 11930 Net Tonnage 7156 Vessel built at Nagasaki By whom Mitsubishi Zosen K.K. Year 1930-6
 Nominal Horse Power 2492 Engines made at Nagasaki By whom Mitsubishi Zosen K.K. When 1930
 No. of Main Boilers 2 Owners Nippon Yusen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers (Donkey) 1930 Port Tokyo Voyage
 Steam Pressure in Main Boilers X If Surveyed Afloat or in Dry Dock Both (State name of Dock.) M.J.K. Yokohama Dock.
 in Donkey Boilers 100 lbs

Last Report No. Port Particulars of Examination and Repairs (if any) Part CS & DBS

(Periodical Surveys, when held, must be reported in detail and serially 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 X
 Was a damage report made by anyone else? If so, by whom? X
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? X
 " " Donkey " " " Yes
 If this was not done, state for what reasons? X
 And what parts of the Boilers could not be thus thoroughly examined? X
 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? X
 State latest date of internal examination of each boiler Starbd. - 11/9/39. Port - 15/9/39. Present condition of funnel Good.
 Did the Surveyor examine the Safety Valves of the Main Boiler? X To what pressure were they afterwards adjusted under steam? X
 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? X, and of the Donkey Boilers? Yes
 Did the Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? X
 Did the Surveyor examine all the mountings of the Main Boilers? X, and of the Donkey Boilers? Yes
 Has screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X
 Has shaft now been changed? X If so, state reasons X
 Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X
 State date of examination of Screw Shaft 5-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P 4.2 m/m S 3.9 m/m
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes
 So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It is stated by the Owners that this continuous oil engine survey will be held at every opportunity.

CS parts now examined:- Main engines. Port Nos.1,9 & 10, starboard Nos.6 & 9 cylinders, covers, valves and gears, pistons (also Port No.7 piston), Port No.1 and starboard No.9 connecting rods, crossheads and brasses, crank pins and brasses.
 Port No.2 and starboard No.4 main crank shaft journals and bearings.
 Port & starboard main thrust shafting and intermediate shafting.
 Main generating engines. Starboard engine No.1 and port aft engine No.6 cylinders, covers, valves and gears, pistons, gudgeon pins, connecting rods, crank pins and bearings. Port aft engine Nos.6 & 7 main bearings and air compressor cylinder, piston, cover, valves, rod, crank pin and main bearings, coolers throughout. Nos.1 & 2 bilge pumps.

General Observations, Opinion, and Recommendation:- 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 D.B.S. 9-39, now and L M C - C S with date when the survey has been completed.

Survey Fee (per Section 29) £ 130.00 Fees applied for 23-9-19 39
 Special Damage or Repair Fee (if any) £ :
 Travelling expenses (if chargeable) £ 2.00 Received by me, 19
 Committee's Minute
 Assigned

Is a Certificate required? If so, to be sent to Lloyd's Register of Shipping.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W283-0122 1/2

T.S.C.M.S. "TERUKUNI MARU".

Now done:- Vessel placed in dry dock, propellers, aft end, ~~and~~ of stern bushes, sea cocks and valves, with their shell fastenings examined and found in order.

Port and starboard donkey boilers examined throughout with all mountings and doors, and found or replaced in order. All safety valves were afterwards adjusted under steam pressure to 100 lbs per square inch.

Repairs due to wear:-

3 main engine cylinder liners and one piston crown renewed as follows:-

Cylinder liners

Starbd. No. 9 Cyl.

K1
: LLOYD'S TEST :
: No. 5199 :
: WTP 75Kg & 6Kg :
: YH. 19-5-36 :

Port No. 9
K4

: LLOYD'S TEST :
: No. 5199 :
: WTP 75Kg & 6 Kg :
: YH. 19-5-36 :

Port No. 10
K8

: LLOYD'S TEST :
: No. 5528 :
: WTP 75Kg & 6Kg :
: FI 3-10-36 :

Piston crown

Port No. 9 cyl.

M No. 12762A

: LLOYD'S :
: No. 7444 :
: WTP 70 & 5 Kg :
: SA 22-8-39 :

YK

Cladwell
3 Cylinder liner worn.
Held

It is submitted that
this vessel is eligible for
THE RECORD. 22/9-39

GA
8/11/39

CLADWELL
3 CYLINDER LINER
WORN

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