

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

(Received at London Office,

27 OCT 1941

Date of writing Report 19th July, 1941. When handed in at Local Office 19th July, 1941. Port of YOKOHAMA.

No. in Survey held at YOKOHAMA. Date, First Survey 4th June, Last Survey 11th July, 1941. (No. of Visits Five)

on the Machinery of the Wood, Iron or Steel T.S.S. "ZUIYO MARU"

Age Gross 7385 Net 4302 Vessel built at Glasgow By whom Barclay Curle & Co. Ltd. When 1917-2 Engines made at Glasgow By whom Barclay Curle & Co. Ltd. When 1917 Boilers, when made (Main) 1917 Owners Nitta Kogyo Kisen K.K. Managers Owners' Address Port Tokyo Yokohama Voyage

st Report No. Port Particulars of Examination and Repairs (if any) BS & S.TS.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides 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.

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

CHARACTER.	Years assured	Machinery and Boiler Surveys
* for Special Survey Date of last Survey and of Periodical Surveys.	assured	(including date of N.B., if any).
100A1 5-40		LMC 4-38 BS 5-40 TS (CL) 4-40
ssYka.No.3-1,30		
ssYka.No.2-38		
Carrying Petroleum in bulk.		
Fitted for oil fuel 5,20 F.P. above 150°F.		

Is this was not done, state for what reasons? d what parts of the Boilers could not be thus thoroughly examined? so 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? ate latest date of internal examination of each boiler Main F&A port - 4/6/41. A Star.-9/6/41. Present condition of funnel Good A centre -18/6/41. Aux.F- 9/6/41. To what pressure were they afterwards adjusted under steam? 200 lbs.11/7/41 d the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs. 11/7/41 d the Surveyor examine the Safety Valves of Donkey Boiler? Yes and of the Donkey Boilers? Yes d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? X d the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes d the Surveyor examine all the mountings of the Main Boilers? Yes Starboard only Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X as 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? X P 1/8" S renewed. as shaft now been changed? X If so, state reasons X Has it a continuous liner? X Is electric light and/or power fitted? X

Engine parts, when referred to by numbers, should be counted from forward. f 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 Complete. Now done:- Vessel placed in dry dock, P & S propellers, Starboard stern bush (new) and aft end of port stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition. Starboard Tail Shaft with continuous liner, examined and found or now placed in good condition. The Four Main and One 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. The oil fuel burning arrangements examined and found in order.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or are in good condition and eligible in my opinion to be continued as classed with fresh record of BS 7-41, and Starboard Tail Shaft (CL) seen 7-41.

Survey Fee (per Section 29) £ 245.00 Fees applied for 18-7- 1941 Special Damage or Repair Fee (if any) £ X Received by me, Travelling expenses (if chargeable) £ 12.00

Committee's Minute Assigned 7 NOV 1941

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009004-0040070080112

T.S.S. "ZUIYO MARU".Now done:- (continued).

Port and Starboard Engines opened up by the Owners, examined as follows:-

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, ballast pump, air pump and group valves, C.F. pumps, centrifugal pumps examined and found now placed in good condition.

Repairs due to wear and tear:-

Starboard stern tube and stern bush renewed and tested, together with stern gland and neck bush.

6 coupling bolts for starboard tail shaft, which was skimmed up on its brass liner and coupling face.

All main bearing bottom brasses remetalled.

All pistons packing rings renewed.

MP slide casings for both engines skimmed up.

Aft port (No.5) main boiler 3 furnaces deformed, jacked up and fitted with new stiffening rings and 4 small stays renewed.

Interim Certificate issued-copy attached.

Shd. Supple part examined
Some furnaces failed
Steady stern tube renewed

It is submitted that
this vessel is eligible for
THE RECORD.

21 7.41
Signed 27.41
Port 5440

SA
5/7/41

