

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

(Received at London Office)

JUL 1940

Date of writing Report 22nd May, 1940. When handed in at Local Office 22nd May, 1940. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 22nd Apr. Last Survey 16th May, 1940.
(No. of Visits Three)

on the Machinery of the Wood, Iron or Steel T.S.S. "ZUIYO MARU". Year. Month. 1917-2

Gross 7385 Vessel built at Glasgow By whom Barclay Curle & Co, Ltd. When 1917-2
Net 4302 Engines made at Glasgow By whom Barclay Curle & Co, Ltd. When 1917
Nominal 900 Boilers, when made (Main) 1917 (Donkey) 1917

of Main Boilers 4SB Owners' Address X
Aux. 1SB Managers X (if not already recorded in Appendix to Register Book.)
Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Port Yokohama Voyage X
Donkey Boilers 200 lbs. (State name of Dock.) Asano Dock.

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

CHARACTER. 100A1 4-39 Machinery and Boiler TMC 4-38
* for Special Survey ssYka.No.3-1,30 Surveys BS 4-39
Date of last Survey and of ssYka.No.2-38 (including date of N.B., if any). TS (CL) 10-37
Periodical Surveys.

Carrying Petroleum in bulk. X
Fitted for oil fuel 5, 20 F.P.
above 150° F.

Particulars of Examination and Repairs (if any) BS, TS & Damage.

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 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. Yes. Accepted.

Has 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? Yes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

JUL -8 1940

T.S.S. "ZUIYO MARU"

Repairs due to damage stated caused by Port propeller striking some submerged object whilst on a voyage from Oha to Tokyrama and Yokohama.

Damage to Port Propeller.

One bronze blade partly broken on leading edge, about 6 inches deep x $14\frac{1}{2}$ inches wide, at $20\frac{1}{2}$ inches apart from end, and also cracked on same edge, one is $4\frac{1}{8}$ inches deep and other is $1\frac{7}{8}$ inches deep - Broken part cut out, cleaned and welded up with a new piece of same material and cracked parts cut out and welded up in good order. All the removals or disturbed work for access to the damage repairs made in good order.

Repairs due to wear and tear:-

Starboard No.8 plummner block remetalled.

P & S IP cylinder piston packing rings renewed.

Main bilge pump plungers renewed.

164 air heating tubes 5 combustion seam rivets and 17 small stay nuts for main boilers renewed.