

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

(Received at London Office)

JUL 13 1940

YOKOHAMA

Date of writing Report 22nd May, 1940. When handed in at Local Office 22nd May, 1940. Port of YOKOHAMA
Date, First Survey 22nd Apr. Last Survey 16th May, 1940.
(No. of Visits Three)

No. in Book 602 Survey held at YOKOHAMA
on the Machinery of the Wood, Iron or Steel T.Sc.S. "ZUIYO MARU". Year. Month. 1917-2

Gross 7385 Vessel built at Glasgow By whom Barclay Curle & Co, Id. When 1917-2
Net 4302 Engines made at Glasgow By whom Barclay Curle & Co, Id. When 1917
Aux. 900 Boilers, when made (Main) 1917 (Donkey) 1917
of Main Boilers 4SB Owners Nippon Tanker K.K. Owners' Address X
Aux. Boilers 1SB Managers X (if not already recorded in Appendix to Register Book.)
Main Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both Port Yokohama Voyage X
Aux. Donkey Boilers 200 lbs. (State name of Dock.) Asano 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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 4-39		TMC 4-38
ssYka.No.3-1,30		BS 4-39
ssYka.No.2-38		TS (CL) 10-37
Carrying Petroleum in bulk. Fitted for oil fuel <u>5, 20 F.P.</u> above <u>150° F.</u>		

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

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 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 Yes Present condition of funnel 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 Aux. Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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? X

Has shaft now been changed? X If so, state reasons 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

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 22-4-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. P & S rewooded

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

If 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, stern bushes, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.

Port & Starboard Tail Shafts with continuous liner examined and found or now placed in good condition.

The 4 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.

All cylinders, slide valves and rods, crank, thrust & intermediate shafting, condensers, air, circulating bilge and ballast pumps, examined and found or now placed in good condition.

Continued.

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. 9,11, B.&M.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of

B.S. 5-40, and Port and Starboard Tail Shafts (CL) seen 4-40.

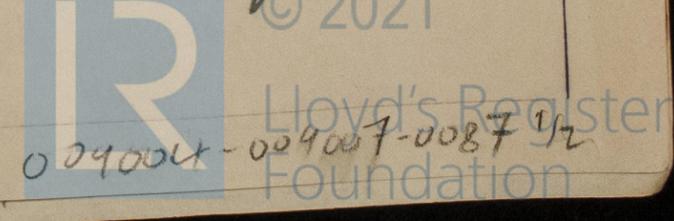
Survey Fee (per Section 29) Y 245.00 Fees applied for 21-5-1940

Special Damage or Repair Fee (if any) Y 30.00 Received by me, 19

Travelling expenses (if chargeable) Y 450

Committee's Minute As now. Assigned Both 54.40 BS 5.40

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space reserved for the Committee's Minute.

Is a Certificate required? If so, to be sent to

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 reinstalled.

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.

