

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

(Received at London Office)

-4 DEC 1941

Date of writing Report 2nd Sept. 1941 When handed in at Local Office 19th Sept. 1941 Port of Kobe
 No. in Survey held at Tama Date, First Survey 11/7/41 Last Survey 30/8/1941
 Book 383 on the Machinery of the ~~Wood, Iron or Steel~~ M/S "SIKISAN MARU" (No. of Visits 6)

Age } Gross 4725 Vessel built at Glasgow By whom D & W Henderson & Co. Ltd. When 1925, 3 mo.
 Net 2708 Engines made at Glasgow By whom D & W Henderson & Co. Ltd. When 1925
 Power } 489 NHP Boilers, when made (Main) -- (Donkey) 1925
 Main Boilers -- Owners Mitsui Bussan Kaisha Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 Managers -- Port Kobe Voyage --
 Main Boilers Pressure -- If Surveyed Afloat or in Dry Dock Both
 Main Boilers 100 lbs. (State name of Dock.) Tama Dock

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) COMPL. OF LMC (CS) TS, DBS, SRL & ALTERATION

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Age cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined --

Has a special damage report been made by anyone else? If so, by whom? --

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

Do Donkey Boilers Yes

Was a special examination of the parts of the Boilers could not be thus thoroughly examined? --

Were 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 was the last date of internal examination of each boiler August 1941 Present condition of funnel(s) Good

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? 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? -- and of the Donkey Boilers? Yes

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? Yes

Has the 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? --

Has the shaft now been changed? -- 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? --

What was the date of examination of Screw Shaft Aug. 1941 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 5/32"

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOTE:- Vessel placed in dry dock, propeller, aft end of stern bushes, sea cocks and valves their shell fastenings, examined and found or now placed in good condition.

Tail Shaft with continuous liner, examined and found in good condition.

The following parts of main and auxiliary machineries opened up, examined, and found or placed in good condition:-

ENGINE:- Nos. 1, 3, 4, 5 & 6 cylinders, pistons, valves, gears and covers.

Nos. 1 & 3 crossheads and girders, guides.

Nos. 1, 7 & 8 crankshaft journals.

Thrust and intermediate shafts.

(Continued)

General Observations, Opinion, and Recommendation:- The Machinery and Boiler of this vessel are in good condition and eligible in our opinion to be continued as classed with fresh

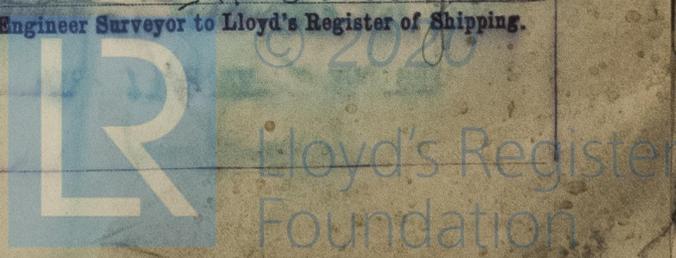
and of LMC (G.S.) 8, 41. D.B.S. 8, 41. and Tail Shaft seen 8,41.

(per Section 20)..... Yen : 200.00 Fees applied for 30/8 1941
 (per Section 20.) (Elec. Surv.) Yen 120.00
 Expenses (if chargeable) Yen : 1-
 (See Hull Report)

Received by me, K. Dandaya
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30 DEC 1941

Signed T. Lamb. C.S. 8.41
S.S. 8.41 6.40



Insert Character of Ship and Machinery precisely as in the Register Book

Oil Engines Continuous Survey!

Main Compressor - all working parts except bearing.

All (3) dynamo engines - all parts with compressor air bottle.

Motor driven air compressor.

Emergency compressor.

Outboard starting air receiver -internally.

Centre H.P. air bottle - internally.

2 piston cooling water pumps.

Outboard L.O. pump.

Aft O.F. transfer pump.

Bilge pump.

Ballast pump.

Starboard O.F. service tank.

Pumping arrangements.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The one Donkey Boiler 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 installation for Donkey Boiler examined under working condition and found in order.

Steam piping examined in place and found in order.

S. R. L.:- L.M.C.(CS) completed the cycle.

ALTERATION TO DYNAMO ENGINE:-

3 Dynamo Engines have now been altered to solid injection system by fitting high pressure fuel oil pump and changing cams and governor gears, etc.

The previous low pressure fuel oil pump is used now for primary pump.

Castings and pipings were tested as necessary.

Engines tried on completion with satisfactory results.

Blast air bottles removed ashore.

Air compressors remain on board but out of working order.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine No.6 cylinder head renewed on account of crack in way of escape valve pocket.

Main Engine Nos. 1, 3, 4 and 6 piston crowns renewed due to excessive width of packing ring landing.

Main Engine Nos. 1, 3, 4, 5 and 6 cylinder liners renewed due to wear.

2 Fresh water cooling pump bodies renewed due to corrosion.

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