

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

(Received at London Office 19 JUL 1941)

Date of writing Report 11/4/41 When handed in at Local Office 16<sup>th</sup> Apr 41 Port of Kobe.

No. in Book 5543 Survey held at Tama. Date, First Survey 19/3/41 Last Survey 28/3/1941 (No. of Visits Three.)

on the Machinery of the ~~Boarding~~ Steel M.S. "SINANOGAWA MARU" EX "UYO MARU"

Age { Gross 7503 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1933 10mo  
 Net 5477 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1933.

Power { 839 NHP Boilers, when made (Main) -- (Donkey) 1933.

in Boilers -- Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Key Boilers 1 Managers Port Tokyo. Voyage

Pressure Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Donkey Boilers 120 lbs. Tama Dock.

Report No. Port PART LMC (CS) TS & DBS.

Particulars of Examination and Repairs (if any) TS & DBS.

at Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and 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.

Where 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? --

Donkey " " " " Yes.

Was not done, state for what reasons? --

Were any parts of the Boilers could not be thus thoroughly examined? --

Were any 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? --

Latest date of internal examination of each boiler March, 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? 120 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? No.

Has the shaft now been changed? No. 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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae ~~between~~ of stern bush and top of after bearing of screw shaft Close fit.

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, See below.

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

**NOW DONE:-** Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found or now placed in good condition.  
 Main and auxiliary engines opened up for survey as follows, found or now placed in good condition.

**Main Engine:-**  
 Nos.5 & 6 cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends.  
 Nos.6, 7 & 8 crankshaft journals.  
 Intermediate shafts.  
 Nos.5 & 6 scavenge pumps. (P.T.O.).

**General Observations, Opinion, and Recommendation:-** The machinery and donkey boiler of this vessel are in good condition and eligible, in my opinion, to be continued as classed, LMC (G.S.)  
 (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. 110 lb., F.D., &c.)

B, 37. be retained with fresh under date 3, 41. LBS. 3, 41. and Tail Shaft (CL) seen 3,41.

Survey Fee (per Section 29) Yen 155:00 Fees applied for 1/4/ 19 41

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) (See Hull Report) Received by me, 7-4-1941

Committee's Minute TUE, 12 AUG 1941  
 Assigned J.H.I. C.S. 3.41

*Hamada*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

19 JUL 1941

Rpt. 9a.

( 2 ) (MACHINERY)  
Continuation of Report No. 1174 dated 11/4/41

on the

Port of Kobe.

"SINANO-  
GAWA  
MARU".

Port Dynamo Engine - all parts.  
Aft compressor - all parts.  
Forward starting air receiver - internally.  
Forward jacket cooling pump.  
Forward piston cooling pump.  
Aft lubricating oil pump.  
Fore and Aft settling tanks - internally.

The 1 Donkey Boiler was 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 burning installation for donkey boiler examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush lower half re-wooded.

All manganese bronze propeller blades were found corroded on the following edges at tip, now dressed up by welding.

Main engine Nos. 5 & 6 pistons renewed due to crack at packing ring uppermost landing.

Impeller shafts of jacket cooling pump renewed due to excessive wear in way of packing gland.

Other minor repairs and adjustments effected.

S.S. No 2 due 10.41

ABS due 10.40 Steel

C.P. advanced. Lvs piston renewed

It is submitted that  
this vessel is eligible for  
**THE RECORD.** ABS 3.41

It is submitted that  
this vessel is eligible for fresh  
**RECORD of Survey**  
3.41 for the oil engines.

Thus

11.8.41

S. 3.41



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