

Rpt. 9.

No. 11808

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

(Received at London Office 16 JUL 1941)

Date of writing Report 20/5/41. When handed in at Local Office 21st May 1941. Port of Kobe.

No. in Reg. Book 86672. Survey held at Innoshima. Date, First Survey 28/4/41 Last Survey 9/5/1941. (No. of Visits Three.)

on the Machinery of the ~~Blackburn~~ Steel S/S "ZINZAN MARU".

Tonnage { Gross 5190 5216 Net 310 1/4 Vessel built at Sunderland. By whom Short Bros. Ltd. When 1919 3mo.

Nominal Horse Power { 517 NHP Engines made at Sunderland. By whom N.E. Marine Eng. Co. When 1919.

No. of Main Boilers 3 SB Boilers, when made (Main) 1919. (Donkey) --

No. of Donkey Boilers -- Owners Kokoku Sangyo K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs. Port Tokyo. Voyage

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Innoshima Dock. (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS & SRL.

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 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.

in 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

Was a damage report made by anyone else? If so, by whom?

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

Donkey --

this was not done, state for what reasons?

and 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?

State latest date of internal examination of each boiler May, 1941. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

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

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? Yes. and of the Donkey Boilers? --

Is 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.

Is shaft now been changed? No If so, state reasons --

Is 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? --

State date of examination of Screw Shaft May, 1941 State the distance between lignum vitae of bearing of stern bush and top of after bearing of screw shaft 4 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~used~~ fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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, 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 in good condition.

The 3 Main 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.

R.L.:- Circulating pump impeller casing specially examined and found worn generally and recommended the same to be renewed before the end of November, 1941.

REPAIRS DUE TO WEAR AND TEAR:-

H.P. slide valve casing rebored and valve rings - renewed.

M.P. crank upper brass - remetalled. (P.T.O.).

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.E.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 L.M.C. 5, 41. subject to impeller casing of circulating pump being renewed before the end of November, 1941.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 19/5/1941

Special Damage or Repair Fee (if any) £ -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 25 JUL 1941

Assigned As now Subject

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WEAR AND TEAR REPAIRS:- (Cont.).

H.P. & M.P. ahead eccentric straps upper halves - remetalled.

Weir's feed pump piston rings - renewed.

Ballast pump piston and bucket rings - renewed.

Dynamo engine piston rings - renewed.

9 smoke tubes in boilers renewed.

Electric cable:- About 35 metres of armoured wire and 230 metres of lead covered wire renewed.

Other minor repairs and adjustments effected. *NA*



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BS held & repairs done

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

BS 541
S 541

Subject to the impeller coming
of the Circulating pump
being received before the
end of 11/41.

X If the repairs were made
at this time the
Lunnys should
forward an
amended Rept.

BSA

23/7/41



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