

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

(Received at London Office JUL 11 1940)

Writing Report 31/5/40 When handed in at Local Office 31<sup>st</sup> May 1940 Port of Kobe.  
Survey held at Kobe. Date, First Survey 2/5/40 Last Survey 15/5/1940.  
(No. of Visits Three.)

on the Machinery of the ~~Wood, Iron~~ Steel T.M.S. "SANTOS MARU"  
Gross 7267 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1925 12mo.  
Net 4363 Engines made at Winterthur. By whom Sulzer Bros. When 1925.  
Boilers, when made (Main) -- (Donkey) 1925.  
Owners Osaka Syosen Kabusiki Kaisya. Owners' Address --  
(if not already recorded in Appendix to Register Book.)  
Port Osaka. Voyage --  
Managers --  
If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Mitsubishi Dock.

Report No. Port Particulars of Examination and Repairs (if any) PART LMC(CS), DBS & P.TS.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, 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 initials of any letters respecting this case.  
In cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined.  
If a special damage report made by anyone else? If so, by whom? --

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey examined.	Machinery and Boiler Surveys (including date of N.B. if any).
*100A1	8,39	*LMC(CS) 4,37
with freeboard.		5,38
		DBS 7,39
		*Lloyd's RMC 12,39
		TS (CL) P 4,37
		S 5,38
ss Kob. No. 3-4,	37.	

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --  
" Donkey " " " Yes.  
If not done, state for what reasons? --  
Parts of the Boilers could not be thus thoroughly examined? --  
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? --

Next date of internal examination of each boiler May 1940. Present condition of funnel(s) Good.  
Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --  
Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --, and of the Donkey Boilers? Yes.  
Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --  
Surveyor examine all the mountings of the Main Boilers? --, and of the Donkey Boiler? Yes.  
Shaft now been drawn and examined? Yes (port side only) 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  
Shaft now been changed? No If so, state reasons --  
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 5/40 (Port side only) State the distance between lignum vitae of stern bush and top of after bearing of screw shaft P. 4.05 m/m. S. 4 m/m.  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.  
NOTE:- Vessel placed in dry dock, P & S propellers, port stern bush and after end of starboard stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.  
Port Tail Shaft with continuous liner examined and found in good condition.  
The following parts of main and auxiliary engines opened up, examined and found or now being repaired in good condition.

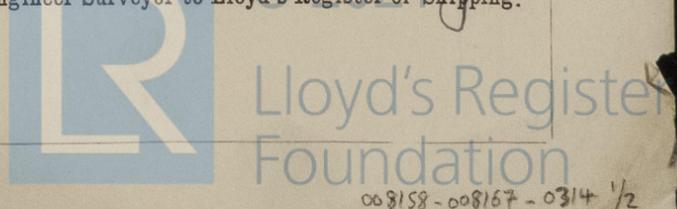
- Port Main Engine:-  
Thrust and Intermediate shafts.
- Starboard Main Engine:-  
No.5 cylinder, pistons, valves, gear and covers. & No.1 top & bottom end pins & bearings.  
Thrust and Intermediate shafts.
- Auxiliaries:-  
No.2 (Port Forward) auxiliary diesel engine - complete. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this vessel are in good condition and eligible, in our opinion, to be continued as classed, L.M.C. (C.S.) 37. be retained with fresh under date when the survey has been further advanced, and G.B.S. 40. and Port Tail Shaft (CL) seen 5,40 now.

Fee (per Section 29) Yen 155:00 Fees applied for 28/5/19 40  
Damage or Repair Fee (if any) £ -- : -- :  
Printing expenses (if chargeable) (See Hull Report). Received by me, 19

Admission K. Sakabayas  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 JUL 1940  
Signed DBS 5 40



No.2 (After) auxiliary air compressor - complete.

Pumps:-

Lubricating oil pump driven by Port Main Engine.

General service pump.

Air Receivers:-

Nos.1, 2, 3, 4, & 5 H.P. air receivers - internally.

No.2 (Starboard Aft) L.P. air receiver - internally.

Port oil fuel settling tank - internally.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Starboard Main Engine No.1 crosshead top and bottom brasses - remetalled.

Other minor repairs and adjustments effected. K.T.



Adv. due 7.40 Held

C.S. advanced. Minor repairs

It is submitted that  
this vessel is eligible for  
THE RECORD. Adv. 5.40

P. S. 5.40

24.7.40  
Rus



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