

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

No. 11772

Date of writing Report 10/4/41. When handed in at Local Office 11th Apr 1941 Port of Kobe.  
 No. in Reg. Book 83455 Survey held at Innoshima. Date, First Survey am and Last Survey 18/3/41  
 on the Machinery of the ~~Vessel~~ Steel S/S "SINGO MARU". (No. of Visits One)  
 Tonnage { Gross 4740 Vessel built at Uraga. By whom Uraga Dock Co. Ltd. When 1917 5mo.  
 Net 3423 Engines made at Uraga. By whom Uraga Dock Co. Ltd. When 1917.  
 Nominal Horse Power 378 NHP Boilers, when made (Main) 1917.  
 No. of Main Boilers 3 SB Owners Kuribayashi Syosen K.K. (Donkey) --  
 No. of Donkey Boilers -- Managers -- Owners' Address --  
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock In dry dock.  
 in Donkey Boilers -- (State name of Dock.) Innoshima Dock. Port Muroran. Voyage --  
 Last Report No. -- Port -- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) PART LMC  
 Periodical Surveys, when held, must be reported in detail and verbatim 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 dates and initials of any letters respecting this case.

1 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 --

as 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? --

" " Donkey " " " " --

this was not done, state for what reasons? --

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

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? --

the latest date of internal examination of each boiler --

the Surveyor examine the Safety Valves of the Main Boiler? --

To what pressure were they afterwards adjusted under steam? --

the Surveyor examine the Safety Valves of Donkey Boiler? --

To what pressure were they afterwards adjusted under steam? --

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --

, and of the Donkey Boilers? --

the Surveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boilers? --

the Surveyor examine all the mountings of the Main Boilers? --

, and of the Donkey Boilers? --

screw shaft now been drawn and examined? No

Is it fitted with continuous liner? --

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

shaft now been changed? -- If so, state reasons --

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 of stern bush and top of after bearing of screw shaft

Not available.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light fitted?

Yes.

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? --

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

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

COMPLETE THE SURVEY:-

All the rule requirements, except as stated above, to be complied with.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as late 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, E.S. 9,11, E.S.M.S. 9,11, & L.M.C. 9,11, or ELMC 140 lb., F.D., &c.  
seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh  
rd of L.M.C. (with date) when the survey has been completed.

ee (per Section 29) Yen 30:00

amage or Repair Fee (if any) --

expenses (if chargeable) Yen : 5:00

mittee's Minute

ned

Fees applied for

1/4/41

Received by me,

4/4/41

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 12 AUG 1941

As now



CS No 3eluc 12.41

Note Examination of Sea  
Certificates as per CS

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

Ynu

11.8.11



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