

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

(Received at London Office)

APR 25 1941

Date of writing Report 12/2/41 When handed in at Local Office 12th Feb. 1941 Port of Kobe.
 No. in Reg. Book 83451 Survey held at Tama. Date, First Survey 15/1/41 Last Survey 28/1/1941.
 (No. of Visits Three.)

on the Machinery of the ~~Vessel~~ "SINGAPORE MARU".
 Gross 5859 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 5mo.
 Net 4260 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.
 Main Boilers 2 SB Boilers, when made (Main) 1919. ~~XXXXXX~~ (AUXY) 1919.
 AUXY Boilers 1 SB Owners Kobe Sanbashi Kabushiki Kaisha. Owners' Address
 Pressure 200 lbs. Managers Hasidate. Voyage
 AUXY Boilers 200 lbs. if Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Tama Dock.

st Report No. Port
 Particulars of Examination and Repairs (if any) LMC & TS.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has 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 " " " "

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?

Latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of AUXY Boiler? Yes.

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

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

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? -- Has it a continuous liner? --

Date of examination of Screw Shaft Jan. 1941 State the distance between ~~XXXXXX~~ bearing metal of stern bush and top of after bearing of screw shaft 50/1000".

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

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

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

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

WORK DONE:- Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found in good condition.

Tail shaft, without liner, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting,

Condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

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 2 Main and 1 Auxiliary 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. (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, E.S. 9, 11, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., E.D., &c.)

Is the vessel in good condition and eligible, in my opinion, to be continued as classed with fresh record of

L.M.C. 1, 41. and Tail Shaft (OG) seen 1, 41.

Survey Fee (per Section 20) Yen 260:00

Electrical Survey

Fee (if any) Yen 60:00

(per Section 20.)

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute

Assigned

Fees applied for

30/1/1941

Received by me,

Feb. 5th 1941

Engineer Surveyor to Lloyd's Register of Shipping.

2021

Lloyd's Register

Foundation

008288-008295

2

TO COMPLETE THE SURVEY:-

Steam pipes to be tested as required by the rules.

REPAIRS DUE TO DAMAGE of aft dynamo engine crank shaft broken on account of the piston rod broken off at the taper end.

Piston rod and crank shaft renewed.

Mark of new crank shaft:-

:	H - 3	:
:	LLOYD'S	:
:	No. 7911	:
:	F.I. LR	:
:	23.1.41	:

REPAIRS DUE TO WEAR & TEAR:-

About 600 main condenser tubes renewed, tested on completion for the leak and found satisfactory.

/h.



© 2021

Lloyd's Register
Foundation

No 1 held except testing of steam pipes

It is submitted that this
year WILL BE eligible
for the record till 1.4. When the steam
pipes have been tested.

and
BS 1.4. 1.4. now,

GA
575741



© 2021

Lloyd's Register
Foundation