

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

(Received at London Office - 9 SEP 1941)

Date of writing Report July 1st 1941 When handed in at Local Office 2nd July 1941 Port of Kobe
 No. in Reg. Book. 83440 Survey held at Psala Date, First Survey 10/6/41 Last Survey 27/6 1941
 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "SIN-AI MARU" (No. of Visits 3)
 Tonnage Gross 3794 Vessel built at Osaka By whom Fujinagata Dockyard When 1921, 3 mo.
 Net 2305 Engines made at Osaka By whom Fujinagata Dockyard When 1921
 Nominal Horse Power 342 NHP Boilers, when made (Main) Osaka (Donkey) --
 No. of Main Boilers 2SB Owners Kishimoto Kisen K.K. Owners' Address --
 No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lbs Port Kobe Voyage --
 in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) O.I.W. Chikko Dock.

Last Report No. PortParticulars of Examination and Repairs (if any) LMC, TS.

(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 " " " "

If this was not done, state for what reasons?

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

Also 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

June 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? 200 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? --

Has 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? --

Has shaft now been changed? -- 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? --

State date of examination of Screw Shaft June 1941. State the distance between lignum vitae of bearing metal 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 ~~under power~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

If 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, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail Shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The Steam Pipes were tested by hydraulic pressure to 2 times W.P. and found sound & tight.

Electric Installation megger tested, switchboard and fuses examined and found in good condition, installation afterwards tested under working conditions with satisfactory results.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above. (continued)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this

(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. 2,11, B.&M.S. 2,11, * L.M.C. 2,11, or * L.M.C. 140 lb., F.D., &c.)

vessel are in good condition and eligible in my opinion to be continued as classed with fresh

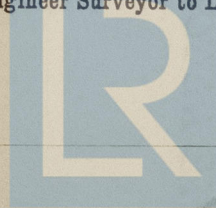
record of * LMC 6, 41 and Tail Shaft (CL) seen 6,41.

Survey Fee (per Section 29)..... Yen : 240.00 Fees applied for 1/7 1941
 Special Damage or Repair Fee (if any)..... Yen 20.00
 (Electrical Survey) (See Full Report)
 Travelling expenses (if chargeable)..... Received by me, 19

Committee's Minute FRI. 26 SEP 1941

Assigned + Lmc 6.41

K. Dandaya
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

S.S. No. 2 due 10.40 part 7.40
now completely fitted.
Screw shaft examined.
Two crank pins machined & HP
valve refitted.
Screw stays in boiler
renewed.

It is submitted that
this vessel is eligible for
THE RECORD, + LMC 6.41.

S. 6.41.

L.H.
25/9/41.

Report of Survey for Repairs, etc., of Engines and Boilers

Rpt. 9a.

Port of Kobe

(2) (MACHINERY)

Continuation of Report No. 844 dated

1st July 1941

on the "SIN-AI
MARU"

- 9 SEP 1941

REPAIRS DUE TO WEAR AND TEAR:-

Tail Shaft, stern bush bottom half - rewooded.

Main Engine. H.P. slide valve casing skimmed up and piston valve top and bottom packing rings - renewed.

H.P. & M.P. crank pin, skimmed up and adjusted in good order.

L.P. eccentric strap, ahead - remetalled.

Auxiliaries:-

Bilge & Sanitary plangers, skimmed up and neck bushes - renewed.

Main feed pump piston packing rings - renewed.

Auxiliary feed pump water cylinder, skimmed up and bucket packing rings - renewed.

Ballast pump steam cylinder, skimmed up and steam and water piston packing rings - renewed.

Boiler:-

Port & Starboard Boiler, 3 furnace doors - renewed.

9 Screw stays (P x 4 and S x 5) - renewed.

Other minor repairs and adjustments, effected. *KS*



© 2021

Lloyd's Register
Foundation

02/0 2/2