

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

(Received at London Office)

FEB 15 1941

Date of writing Report 19th Dec 1940 When handed in at Local Office 19th Dec. 1940 Port of SHIMONOSEKI.

Survey held at KASADOSIMA Date, First Survey 25th Nov. Last Survey 14th Dec. 1940

on the Machinery of the ~~Wooden~~ Steel Single Screw Steamer "GENZAN MARU" (No. of Visits 3)

Gross <u>5709</u>	Vessel built at <u>Wesermunde-G</u>	By whom <u>F.C. Tecklenborg A.G.</u>	Year. Month. <u>1906 11</u>
Net <u>3584</u>	Engines made at <u>"</u>	By whom <u>"</u>	When <u>1906</u>
Indicated Power <u>504</u>	Boilers, when made (Main) <u>1906</u>	(Donkey) <u>/</u>	When <u>1906</u>
Main Boilers <u>3</u>	Owners <u>Miyachi Kisen K.K.</u>	Owners' Address <u>/</u>	
Donkey Boilers <u>/</u>	Managers <u>/</u>	Port <u>Kobe</u>	Voyage <u>/</u>
Pressure in Boilers <u>213 lbs</u>	If Surveyed Afloat or in Dry Dock <u>Both.</u>		
Donkey Boilers <u>/</u>	(State name of Dock.) <u>Kasado Dock.</u>		

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & LMC.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 repairs 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.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed 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

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? /

Was a special examination of the Donkey Boilers not done, state for what reasons? /

Were any parts of the Boilers could not be thus thoroughly examined? /

Were any 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? /

What was the latest date of internal examination of each boiler? 25th November 1940. 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? 203 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 the 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? /

Has the screw shaft now been changed? / If so, state reasons /

Has the screw 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? /

Was an examination of Screw Shaft? / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

When engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

Was the survey complete, state what arrangements have been made for its completion and what remains to be done. Complete.

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

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

The 3 Main Boilers were examined over all parts with doors, mountings & safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 14th December 1940.

Damage due to wear & tear:- Nos. 1 & 2 MP crosshead pins skimmed up & brasses refitted. No. 1 M.P. piston rings renewed. 4 coupling bolts of No. 2 MP forward crank journal found broken due to incorrect contact of the coupling face. Coupling now refitted & 1 set of coupling bolts renewed. 37 boiler tubes renewed.

Other repairs of a minor nature effected.

General Observations, Opinion, and Recommendation:-

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, E.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Machinery and boilers of this vessel are in good condition and eligible in my opinion to be classed as classed with fresh record of LLMC 12-40.

(per Section 29) £ 240:00 Fees applied for 17. 12. 1940

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

Expenses (if chargeable) See Hull exp.

Surveyor's Minute TUE. 4 MAR 1941

Signature + L.M.C. 12-40

CERTIFICATE WRITER

T. Kumish
 Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

009161-009169-0103

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to _____

Ad. club F. 40. held

Sever, held one again

Minor repairs

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

Time.. 12.40

Hour

27.2.41

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10. 10. 40

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