

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

(Received at London Office MAY - 2 1941)

Date of writing Report 7/10/40. When handed in at Local Office 9th Oct 1940 Port of Kobe.

No. in Survey held at Mukaizima. Date, First Survey 18/9/40 Last Survey 1/10/1940. (No. of Visits Three.)

33042 on the Machinery of the ~~XXXXXX~~ Steel S/S "SAN FRANCISCO MARU".

Gross 5831 Net 4227 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919 3mo.

Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.

Boilers, when made (Main) 1919. ~~XXXXXX~~ (AUXY) 1919.

Owners Yamashita Kisen Kabushiki Kaisha. Managers. Port Kobe. Voyage.

of Main Boilers 2 SB. Owners' Address. If surveyed Afloat or in Dry Dock Both Mukaizima Dock.

of Deck Boilers 1 SB. Managers. Port Kobe. Voyage.

of Main Boilers 200 lbs. If surveyed Afloat or in Dry Dock Both Mukaizima Dock.

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CHARACTER.		Machinery and Boiler Surveys (including date of N.B. if any)
(for Special Survey Date of last Survey and of Periodical Surveys.)	Local Survey required	
*100AL 9,39		*LMC 9,39
Awning dk		TS(OG) 7,38
with freeboard.		
Fitted for oil fuel 1,23		
F.P. above 150°F.		
ssKob.No.3-1,31.		
ssKob.No.2-39.		

Particulars of Examination and Repairs (if any) LMC & TS

Periodical Surveys, when held, must be reported in detail and scriptum 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 sides 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.

Where 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.

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 personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

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?

What is the latest date of internal examination of each boiler? September, 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? 200 lbs.

Did the Surveyor examine the Safety Valves of the Deck Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

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

Has the shaft now fitted been previously used? No. Has it a continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

What is the date of examination of Screw Shaft? Sept. 1940. State the distance between 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 and power fitted? Yes.

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? Complete.

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

The Tail Shaft without liner was drawn in and examined and corrosion was found in way of oil gland. The shaft is considered now in efficient condition, but recommended to be specially examined in way of oil gland at next annual survey, i.e. in about 12 months.

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.

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

The vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 10, 40. and Tail Shaft (OG) seen 9,40, subject to the tail shaft in way of oil gland being examined at next annual survey, i.e. in about 12 months and the fuel oil installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen 260:00 Fees applied for 4/10/1940

Special Damage or Repair Fee (if any) - - - - - Received by me, 19

Selling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 20 MAY 1941

Signed T. K. 10.40 subject

T. K. 10.40
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

CERTIFICATE WRITTEN

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

Rpt. 9a.

Port of Kobe.

(2) DUPLICATE

Continuation of Report No. 11622 dated 7/10/40

on the "SAN FRANCISCO MARU"

above.

NOTE:- Fuel oil burning installation is not used at present and was not surveyed at this time.

REPAIRS DUE TO WEAR AND TEAR:-

- Stern bush remetaled.
- H.P. and M.P. piston rods skimmed up.
- H.P. and M.P. crosshead pins skimmed up and brasses remetaled.
- H.P. ahead guide shoe - remetaled.
- L.P. crank pin brasses - remetaled.
- 200 condenser tubes renewed.
- 77 auxiliary boiler tubes - renewed.
- 1 starboard main boiler tube - renewed.
- Other repairs of a minor nature effected.

IS due 9.40 held. Machinery & screw shaft - slip examined. In account of corrosion in way of oil plant survey recommended. Screw shaft - to examine in way of oil plant at next annual survey; also that the oil feed installation be not held until examined. A number of bolts & end nut bits renewed.

It is submitted that this vessel is eligible for THE RECORD. 7/11/40 59.40

subject as recommended.

R.H.
16/5/40

