

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

(Received at London Office

25 JUL 1927

Date of writing Report 25/6/27 When handed in at Local Office 27 Port of Kobe.

No. in Reg. Book 73549 Survey held at Innoshima. Date, First Survey 3/5/27 Last Survey 22/6/27 (No. of Visits Sixteen)

on the Machinery of the ~~Waddy Iron~~ Steel SINGLE SCREW STEAMER "JINSHO MARU"

Tonnage { Gross 3195 Net 1972 Vessel built at Innoshima. By whom Osaka Iron Works, Ltd. When 1919, 2 mo

Nominal Horse Power { 288 NHP Engines made at Innoshima. By whom Osaka Iron works, Ltd. When 1919,

No. of Main Boilers 2 SB Boilers, when made (Main) 1919. (Donkey) --

No. of Donkey Boilers -- Owners Nippon Kyodo Kisen Kab. Kaisha. Owners' Address (If not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 lbs. Managers Nippon Kisen Kabushiki Kaisha, Port Kobe. Voyage --

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. -- Port --

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Do. " 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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 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 Boiler? --

Did the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? --

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? No

Has shaft now been changed? No 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 the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft? 5/32"

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, stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

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

All cylinders, pistons, valves and their faces and rods, crank, thrust and tunnel shafting condenser, pumps and piping examined and found or now placed in good safe working condition.

The Main Steam and Feed Pipes were tested by hydraulic pressure to 3 times and 2 1/2 respectively times W.P., the steam pipes being steel and the feed pipes copper.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and all found or now placed in good safe working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO DAMAGE stated caused by collision with S/S EMPRESS OF CANADA on the 14th March 1927

in the Woosung River, near, Shanghai. For further particulars see Kobe Damage Reports dated 7th May

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

The machinery and boilers of this vessel are in good safe working condition and eligible

in my opinion to be continued as classed with fresh record of *IMC 6-27 and tail shaft (CL) seen

-27.

Survey Fee (per Section 28) -- Fees applied for 23/6 1927

Special Damage or Repair Fee (if any) See Hull Rpt Received by me, 19

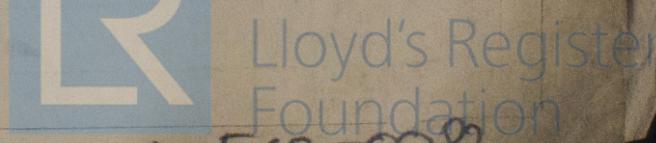
Travelling Expenses (if chargeable) -- TUES. 9 AUG 1927

(See Hull Report). Committee's Minute

Assigned L.M.C. 6-27

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



W563-0082

Insert Character of ship and Machinery precisely as in the Register Book.

If a Certificate required? If so, to be sent

and 23rd June 1927.

The main items are:-

- L.P. Cylinder and H.P., M.P. & L.P. Back Columns -- renewed.
- H.P. Crank Shaft -- forward journal -- renewed.
- Condenser -- forward cover -- renewed.
- forward tube plate and steel angle of body -- faired and joint face machined.
- C.I. Eduction Pipe between L.P. Cylinder. and Condenser -- upper piece -- renewed.
- Circulating Pump and Air Pump bodies -- renewed.
- Air Vessel of Circulating Pump -- renewed.
- Air Pump Suction pipe from Condenser vertical piece -- renewed.
- Two valve boxes for Engine driven feed pump -- renewed.
- Port Boiler -- joint face of Starboard bottom manhole in back end plate -- faced up.

For Both Boilers:-

- Main stop valves, auxiliary stop valves, -- renewed.
- Main and auxiliary feed check valves of starboard Boiler-- renewed.
- Main feed check valve of Port boiler -- renewed.
- Bottom blow valves and salinometer cocks -- renewed.
- Main steam pipes -- steel and feed pipes -- copper -- renewed.

REPAIRS DUE TO WEAR AND TEAR:-

- Condenser -- forward and aft steel angles of condenser body -- renewed.

and

Damage through collision subsequent beaching. Engines removed from vessel & rebuilt in shop. L.P. cylinder & other back columns renewed & a number of repairs effected. Condenser repaired & all of wear stars.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 627

S.6.27

[Signature]
4/9/27

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

