

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

(Received at London Office 19 MAY 1932)

Date of writing Report 26/4/32. When handed in at Local Office 26/4/32. Port of Kobe.
 No. in Reg. Book. 21668 Survey held at Osaka. Date, First Survey 20/4/32. Last Survey 25/4/1932. (No. of Visits Three.)
 on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "GENZAN MARU"
 Tonnage { Gross 3189 Vessel built at Inmoshima. By whom Osaka Iron Works, Ltd. When 1918 2mo.
 Net 1990 Engines made at Inmoshima. By whom Osaka Iron Works, Ltd. When 1918.
 Nominal Horse Power { 288 NHP Boilers, when made (Main) 1918. (Donkey) --
 No. of Main Boilers 2 SB Owners Yamamoto Kisen Kabushiki Kaisha Owners' Address --
 No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs. Port Kobe. Voyage --
 in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Chikko dock. Both
 (State name of Dock.)

Last Report No. -- Port LMC

Particulars of Examination and Repairs (if any)

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? YesDo. " 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 Boilers? --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? 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 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 the distance between lignum vitae 2 1/2 bearing metal of stern bush and top of after bearing of screw shaft 1 1/2If 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, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

Engine and Boilers opened up for survey:

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

The 2 Main 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.

REPAIRS DUE TO WEAR AND TEAR:-

Repairs of minor nature effected.

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

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

*LMC 4,32.

Survey Fee (per Section 28) Yen 190:00 Fees applied for 26/4/1932.
 Special Damage or Repair Fee (if any) -- Received by me, 19
 (per Section 28.) (See Hull Report).
 Travelling expenses (if chargeable) --

Committee's Minute FRI. 27 MAY 1932Assigned + Lmb. 4.32

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

No. due 6.32 Now held.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Survey held on 14.32

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

14.32

JRM

27.5.32

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation