

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

Date of writing Report 10/4/41. When handed in at Local Office 11th Apr 1941 Port of Kobe.
 No. in Reg. Book 83455 Survey held at Innoshima. Date, First Survey and Last Survey 18/3/1941
 on the Machinery of the ~~Woods~~ Steel S/S "SINGO MARU". (No. of Visits One)
 Tonnage { Gross 4740 Vessel built at Uraga. By whom Uraga Dock Co. Ltd. When 1917 5mo.
 Net 3423 Engines made at Uraga. By whom Uraga Dock Co. Ltd. When 1917.
 Nominal Horse Power 378 NHP Boilers, when made (Main) 1917. (Donkey) --
 No. of Main Boilers 3 SB Owners Kuribayashi Syosen K.K. Owners' Address --
 No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock In dry dock. Port Muroran Voyage --
 in Donkey Boilers -- (state name of Dock.) Innoshima Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
 Particulars of Examination and Repairs (if any) PART LMC

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.

1 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 --

as 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? --

" " Donkey " " " --

this was not done, state for what reasons? Not submitted for survey at this time.

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? --

the latest date of internal examination of each boiler --

the Surveyor examine the Safety Valves of the Main Boiler? -- Present condition of funnel(s) --

the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? --

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

the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

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? --

shaft now been changed? -- If so, state reasons --

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? --

date of examination of Screw Shaft -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Not available.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light not fitted? Yes.

did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

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

COMPLETE THE SURVEY:-

All the rule requirements, except as stated above, to be complied with.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as

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

seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh

rd of L.M.C. (with date) when the survey has been completed.

ee (per Section 29) Yen 30:00 Fees applied for 1/4/1941

amage or Repair Fee (if any) --- Received by me, 4/4/1941

expenses (if chargeable) Yen 5:00

Committee's Minute TUE. 12 AUG 1941

signed As now

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Assigned to this category.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 11,39		*LMC 12, 11, 39
1.2		TS(CL) 11,39

(See also Kobe Report No. 11684).

ssKob.No.3-12,29.

ssKob.No.2-36.



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

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

C.S. No 3241

Note Examination of Sea
Certificates as per 28

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Yours

11.8.11



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