

Ship's Name SS/MS "JINSAN".

Gross tons 1261.

Is there a rpt. 8? Yes.

Port HONG KONG.

Rpt. No. 18431.

No. of visits

First date

Last date

Interim Cert. issued & copy herewith?

Damage rpt. issued & copy herewith?

Last rpt. (H.Q. only)

Date of completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A attached? Yes.

MN

Nature of survey

Survey fees

Damage fee

Expenses

See Rpt. 9A.

S.A. fee

DOCKING

Propeller Good.

Sea connections Good.

Oil gland

Fastenings Good.

Wear down of stern bush 1/8".

Has screw/tube shaft been drawn? No.

Date of examn. --

Has shaft been changed? --

Has shaft now fitted been previously used? --

Has shaft now examined/fitted a continuous liner? --

Approved oil gland? --

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS

(State if oil-fired or exhaust gas)

MAIN

Both (P. & S.) - Good. Both 26-3-64.

Air heaters

Good.

Superheaters

Good.

Safety valves

Good.

Mountings, doors and fastenings

Good.

Safety valves adjusted to { Sat Spt

235 p.s.i.

230 p.s.i.

Boiler securing arrangements

Good.

Main economisers

Exhaust-gas heated economisers

Steam heated steam generators

Steam-generator safety-valves adjusted to

Forced-circulating pumps

Funnel Good.

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

None.

Were oil burning system & remote controls examined in accordance with rules?

Yes, Good.

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

John Manson & D.C. Wood. Surveyors to Lloyd's Register of Shipping

Date of Committee

MONDAY 11 MAY 1964

Minute

See Rpt 9A

ALSO FOR

SPL FOR

TRO

SRL

POSTING

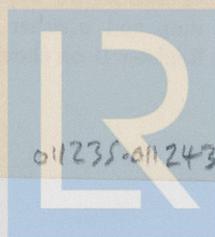
HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must still be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	Good. (for Gen. Exam'n requirements).
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Boilers :-

Mountings all generally overhauled, and repairs/part renewals of combustion chamber brickwork carried out as necessary, on both boilers.

Electrical :-

A number of insulation defects shown by megger test, on secondary lighting circuits, Engine and Boiler room lighting circuits, and navigation lighting circuits, repaired as required and electrical resistance overall brought up well above minimum rule requirements.

J. Manson

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.