

(Received at London Office)

27 OCT 1941

Writing Report 7th July 1941 When handed in at Local Office 7th July 1941 Port of SHIMONOSEKI.

Survey held at KASADO Date, First Survey 12th June Last Survey 19th June 1941.

on the Machinery of the ~~Kasado~~ Steel Sing. Sc. Steamer "K O H U K U M A R U" (No. of Visits 3)

Gross 5822 Net 4280 Vessel built at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1918 8

Engines made at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1918

Boilers, when made (Main) 1918 (Donkey) Aux. 1918

Owners Mamashita Kisen K.K. Owners' Address /

Managers / Port Kobe Voyage /

If Surveyed Afloat or in Dry Dock Both. Kasado Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No? Port

Particulars of Examination and Repairs (if any) Docking & LMC.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any repairs detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he declines his services for this purpose, and why they were declined /

special damage report made by anyone else? If so, by whom? /

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

" Donkey " " Yes

not done, state for what reasons? /

parts of the Boilers could not be thus thoroughly examined? /

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? /

date of internal examination of each boiler 12th June 1941. Present condition of funnel(s) Good

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

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

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

Surveyor examine the drain plugs of the Main Boilers? / , and of the Donkey Boilers? /

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

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? /

now been changed? / If so, state reasons /

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? /

examination of Screw Shaft / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 82/1000"

parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Surveyor examine the generators, motors, switchgear, cables and fuses? /

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

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

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

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

The 2 Main and One 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 above on the 19th June 1941.

P. T. O.

Observations, Opinion, and Recommendation:-

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

machinery and boilers of this vessel are in good condition and eligible in my opinion to be classed as classed with fresh record of LMC 6-41. Subject to Tail shaft in way of oil specially examined within about 12 months.

(per Section 29) £ 225:00 Fees applied for 7. 7. 1941

Age or Repair Fee (if any) £ Received by me, 19

expenses (if chargeable) £

Committee's Minute FRI. 7 NOV 1941

ed + Lmc 6-41 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005671-005683-0005

S.S. "KOHUKU MARU"

Tail shaft in way of oil gland specially examined without drawing on, several corrosion marks found, the biggest corrosion was specially examined by cutting out, and found now in safe condition.

It is however recommended that the tail shaft in way of oil gland specially examined within about 12 months.

Repairs due to wear & tear:-

Repairs of a minor nature effected.

T.K.

BS due 6.41 held.
Engines also examined.
Stern shafts found cracked in way of oil gland.
Surveyor recommends stern shafts be specially examined in way of oil gland before the end of 6.42.

It is submitted that this vessel is eligible for THE RECORD. TIME 6.41

Subject - as recommended.

R.P.Y.
7/11/41.

