

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

(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 ~~Vessel~~ Sing. Sc. Steamer "KOHUKU MARU" (No. of Visits 3)

Gross 5822 Net 4280 Tonnage 440

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) 1918 Aux. 1918

Owners Namashita Kisen K.K. Owners' Address / (if not already recorded in Appendix to Register Book)

Managers / Port Kobe Voyage /

Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Kasado Dock

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100AI Awng dk With freebd 6-40 ssYka.No.3-12,30 ssYka.No.2-39		*LMC 6-40 TS(OG)6-40

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 being 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.

In 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 /

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

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

Does the Surveyor go inside each Donkey Boiler? Aux Yes

Are there any parts of the Boilers which could not be thus thoroughly examined? /

Are 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? /

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

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

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

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

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

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

Has the 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 the 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? /

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

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

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

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

Is the work complete, state what arrangements have been made for its completion and what remains to be done Complete.

Remarks:- 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.

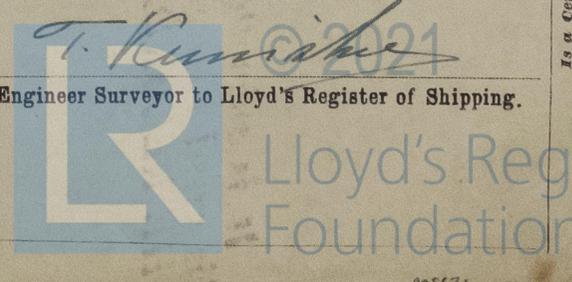
Observations, Opinion, and Recommendation:-

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

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be used 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
Damage or Repair Fee (if any) £ /
Expenses (if chargeable) £ /
Received by me, P. T. O. 19 /
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 7 NOV 1941
+ Lmc 6-41
Subject



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

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

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.
Screw shafts found cracked in
way of oil gland.
Surveyor recommends screw
shaft to 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.
5/11/41.*

