

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

AUG 13 1940

(Received at London Office)

Date of writing Report 24/6/1940. When handed in at Local Office 25<sup>th</sup> June 1940 Port of Kobe.

No. in Reg. Book 28092 Survey held at Innoshima. Date, First Survey 7/5/40 Last Survey 14/6/1940.  
(No. of Visits Eight.)

on the Machinery of the ~~Woodys Ironworks~~ Steel s/s "KYOKKO MARU".

Tonnage { Gross 6783 Vessel built at O. Harima. By whom Teikoku S.S.Co. When 1920 lomo.  
Net 4988

Engines made at Kobe. By whom Kobe Steel Works, Ltd. When 1920.

Nominal Horse Power { 584 NHP Boilers, when made (Main) 1920. (Donkey) --

No. of Main Boilers 3 SB. Owners Yamashita Kisen Kab. Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers Yamashita Kisen Kab. Kaisha. Port Kobe. Voyage --

Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -- (State name of Dock.) Innoshima Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & TS

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes.

Do. " 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? --

State latest date of internal examination of each boiler May 1940. Present condition of funnel 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? -- 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? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? Yes. If so, state reasons See below.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

State date of examination of Screw Shaft June 1940. State the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft Close fit.

If 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, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and now placed in good condition.

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

The steam pipes were tested by hydraulic pressure to twice W.P., and found in good condition.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The 3 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. (P.T.O.)

General Observations, Opinion, and Recommendation:—The machinery and boilers of this vessel are (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. 0,11, B.&M.S. 0,11, or L.M.C. 0,11, 140 lb., F.D., &c.)

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

L.M.C. 6, 40. and Tail Shaft (CL) (N) fitted 6,40.

Survey Fee (per Section 29) Yen 275:00 Fees applied for 20/6/1940

Electrical Survey fee Yen 20:00 (if any) (per Section 29.)

Travelling expenses (if chargeable) (See Hull Report). Received by me, 19

Committee's Minute FRI. 23 AUG 1940

Assigned + Lmb. 6.40

Sele Fitt. funnel &c

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006665-006679-0145

If so, is the Report sent now, or when will it be sent?

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

As a Certificate required. If so, to be sent to

NOTE:- As oil fuel pumps and heaters have now been removed ashore, the oil fuel notation in the Register Book should be deleted.

REPAIRS DUE TO WEAR AND TEAR:-

The Tail Shaft with liner now renewed due to circumferential cracks (About 4" in length) on the liner and shaft at a distance of 2'-3" from the after end of the liner.

Marks on the New Tail Shaft:-

: Y 5791 A - 1	:	Copy of Test Certificate attached
: LLOYD'S	:	
: No. 7703 LR	:	herewith.
: T.K. 8-6-40	:	

5 main engine holding down bolts renewed.

450 condenser tubes renewed.

About 200 meters of electric cable - renewed.

Other repairs of a minor nature effected.

*T.K.*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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