

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

(Received at London Office 27 JUN 1941)

Date of writing Report 19... When handed in at Local Office 19... Port of LOS ANGELES, CALIFORNIA

No. in Reg. Book 26850 Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey Nov. 2 Last Survey Nov. 2 1940

on the Machinery of the ~~Wood~~ ~~Iron~~ Steel M.S. "KOMAKI MARU" (No. of Visits two)

Tonnage } Gross 8525
 Net 5189

Vessel built at Harima By whom Harima S.B. & Eng. Co. Ltd. When 1933 Month 12

Engines made at Kobe By whom Kobe Steel Works When 1933

Boilers, when made (Main) (Donkey) 1933

Main Boilers Owners Kokusai Kisen K.K. Owners' Address Port Kobe Voyage

Donkey Boilers 1

Pressure

Main Boilers 100#

Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat - Shell Oil Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 40624 Port N.Y.K. Particulars of Examination and Repairs (if any) Mchy. Repairs

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 those being detailed in the body of the report, should be briefly summarised at the end of the report. State also the name and initials of any letters respecting this case.

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

Has a special damage report been 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?

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time?

Were any parts of the Boilers not examined, state for what reasons?

Were any parts of the Boilers not thus thoroughly examined?

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What is the latest date of internal examination of each boiler?

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

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? , and of the Donkey Boilers?

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? , and of the Donkey Boilers?

Has the shaft now been drawn and examined? 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

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 survey not complete, state what arrangements have been made for its completion and what remains to be done

RE:- Main Motor: The No. 6 Cylinder opened up and a new piston rod fitted. The removed piston rod had a crack in the threads for the bottom nut at the crosshead.

Marks on new Rod:- LLOYDS No. 5925 J.V.C.M. 9-10-40

Observations, Opinion, and Recommendation:- Recommend that the Machinery of this vessel be continued as Classed, and to have record of *L.M.C. C.S. with date when survey has been completed.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 with free-board 2,40 ss Kob.No.1-38		*LMC CS12,38 12,38 DBS 2,40 TS 12,38 cl
Carrying cargo oil F.P. above 150°F. in deep tanks.		



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

20m, 7, 30. - Transfer Fee. (MAK) The Surveyors are requested not to...

Survey Fee (per Section 29) \$ 20.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$ 1.00

Committee's Minute Assigned As now

Fees applied for Nov. 2 19 40

Received by me Nov. 5 19 40

NEW YORK NOV 27 1940

Acting Engineer Surveyor to Lloyd's Register of Shipping

FRI. 23 MAY 1942 OMIT CLASS ON RE-PRINT.



A cracked piston rod

(Reviews.)

It is submitted that
this vessel is eligible to
be classified as CLASSIFIED

ISA

17/7/41



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