

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

(Received at London Office)

Date of writing Report 25/9/41 When handed in at Local Office 25th Sept. 1941 Port of Kobe.
No. in Survey held at Kobe. Date, First Survey and Last Survey 24/9/1941.
Reg. Book. 77532 on the Machinery of the Steel M.S. "KIYOSUMI MARU". (No. of Visits One.)
Gross 8614 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1934 10mo.
Net 5205 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1934.
Nominal Horse Power 2187 NHP Boilers, when made (Main) -- (Donkey) 1934.
No. of Main Boilers -- Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address --
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Tokyo. Voyage --
Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Afloat.
in Donkey Boilers 100 lbs. (State name of Dock.) --

Last Report No. 11804 Port KobeParticulars of Examination and Repairs (if any) PART LMC(CS).

(Periodical Surveys, when held, must be reported in detail and seriatim 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? --

" " Donkey " " " " --

If this was not done, state for what reasons? --

Not submitted for survey at this time.

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 --

Present condition of funnel(s) --

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 screw 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 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 date of examination of Screw Shaft --

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

Is electric light and power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

NOW DONE:- Main Engine - No.3 cylinders, pistons, valves, gears and covers opened up for survey, examined and found or now placed in good order.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine - No.3 cylinder top and bottom liners renewed on account of wear.

New liners marked:-TopBottom

:T.Z.T. 371, LLOYD'S No.7988 : :T.Z.T. 372, LLOYD'S No.7988 :
:W.T.P. 80 KGS.F.I.17-4-41,LR: :W.T.P. 80 KGS.F.I.18-4-41,LR:

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, so far as
(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, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
CS 3,34,
now seen, is in good condition and eligible, in my opinion, to be continued as classed and machinery record be retained in the Register Book.

Survey Fee (per Section 29) Yen 30.00 Fees applied for 24/9/41
Special Damage or Repair Fee (if any) -- Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) --

Committee's Minute

Assigned As now

TUE. 16 DEC 1941

FRI. 22 MAY 1942

OMIT CLASS
ON RE-PRINT.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007465-007473-0184

Advanced

To be paid to the
order of the
order of the

15/12/41



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