

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

No. 11804

Date of writing Report 16/5/1941. When handed in at Local Office 16th May 1941 (Received at London Office 16 JUL 1941)
 No. in Reg. Book Survey held at Harima. Port of Kobe.
 77532 on the Machinery of the Woods Iron & Steel M.S. "KIYOSUMI MARU". Date, First Survey and Last Survey 10/5/1941
 Tonnage } Gross 8614 Vessel built at Kobe. (No. of Visits One.)
 Net 5205
 Nominal Horse Power 2187 NHP Engines made at Nagasaki. By whom Kawasaki Dockyard Co. Ltd. When 1934
 No. of Main Boilers -- Boilers, when made (Main) -- By whom Mitsubishi Zosen K.K. When 1934
 No. of Donkey Boilers 1 Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address Port Tokyo. (Donkey) 1934.
 Steam Pressure in Main Boilers -- Managers
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock In Dry Dock. Voyage
 (State name of Dock.) Harima Dock.

Last Report No. TS Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Port Harima Dock.

Particulars of Examination and Repairs (if any)
 (Periodical Surveys, when held, must be reported in detail and serially 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? --

And what parts of the Boilers could not be thus thoroughly examined? Not submitted for survey at this time.
 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 --

Did the Surveyor examine the Safety Valves of the Main Boiler? -- Present condition of funnel(s) --
 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? --

Is 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
 Is shaft now been changed? No If so, state reasons --
 Is 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 May, 1941. 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.)
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses? --
 Is 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 Complete.
WORK DONE:- Vessel placed in dry dock, propeller, stern bush and shell fastenings of sea connections examined and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-
 Tail shaft with continuous liner examined and found in good condition.
 Stern bush bottom half - rewooded.
 Other minor repairs and adjustments carried out.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh order of Tail Shaft (CL) seen 5.41.
 (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.)

Fee (per Section 29) Yen 35:00 Fees applied for 12/5/1941
 Damage or Repair Fee (if any) --
 Other expenses (if chargeable) Yen 12:00 Received by me, K. Pavedaya
 including Hull. FRI. 25 JUL 1941
 Committee's Minute As now

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	assured actual	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 <u>1140</u> with freeboard. <u>3.41</u>		*LMC (CS) 10,38 <u>1,40</u> DBS <u>3.41</u> <u>1.40</u> TS (CL) <u>8,39</u>
Carrying cargo oil 150°F. in deep tanks.		F.P. above
ss Kob. No. 1-38.		ON-ENGINE CONTINUOUS SURVEY



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It is submitted that S 5-41
this document is eligible for
THE RECORD S 5-41

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23/7/41



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