

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

19 JUL 1941

Date of writing Report 23/4/41. When handed in at Local Office 28th April 1941 Port of Kobe.
No. in Survey held at Kobe. Date, First Survey 15/3/41 Last Survey 16/4/1941.
7500 on the Machinery of the ~~Wooden~~ Steel M.S. "KIRISIMA MARU".
Gross 8121 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1931 7mo.
Net 5918 Engines made at Augsburg. By whom Maschinenfabrik Augsburg-When 1931.
1857 NHP Boilers, when made (Main) -- nurnberg, A.G. (Donkey) 1931.
of Main Boilers -- Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address
of Donkey Boilers 1 Managers Port Yokohama. Voyage
Main Boilers -- If Surveyed Afloat or in Dry Dock Both
Donkey Boilers 100 lbs. (State name of Dock.) Mitsubishi Dock.

st Report No. Port
Particulars of Examination and Repairs (if any) PART LMC(CS) & DBS
Radical Surveys, when held, must be reported in detail and serial in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
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 --
Is 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 " " " Yes.
Was not done, state for what reasons? --
What parts of the Boilers could not be thus thoroughly examined? --
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? --
Latest date of internal examination of each boiler March, 1941.
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? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- 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? -- and of the Donkey Boilers? Yes.
Screw 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? --
Shaft now been changed? -- If so, state reasons --
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? --
Date of examination of Screw Shaft -- State the distance between lignum vitae of bearing metal of stern bush and top of after bearing of screw shaft 2.9 m/m.
Engine parts, when referred to by numbers, should be counted from forward.
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, See below.
The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.
The Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

W DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with air shell fastenings examined and found or now placed in good condition.
The following parts opened up, examined and found or now placed in good condition.

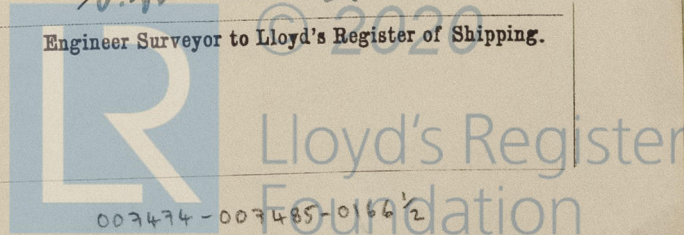
MAIN ENGINE:-
Nos.2, 3, 5 and 7 cylinders, pistons, valves, gears and covers.
Nos.2 and 3 connecting rods and top ends.
Nos.2 and 3 crank pins and bearings.
Nos.3, 4, 7 and 8 crankshaft journals.
Thrust shaft.
Tunnel bearings - Nos.1, 7 and 13. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this vessel, so far as now seen, are in good condition and eligible, in our opinion, to be continued as assessed, *LMC (CS) 8, 40. with fresh under date 4, 41. and DBS 4, 41.

Survey Fee (per Section 29) Yen 120:00 Fees applied for 16/4/19 41
Special Damage or Repair Fee (if any) (per Section 29) --
Voyelling expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute FRI. 8 AUG 1941
Signed S.S. 4.41
C.S.
4.41

Engine Surveyor to Lloyd's Register of Shipping.



Auxiliaries:-

No.1 (Forward) and No.2 (Inboard) auxiliary oil engines - complete.

No.1 (Forward) auxiliary air compressor.

No.1 (Forward) main starting air receiver - internally.

The Donkey Boiler was 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.

The oil fuel installation for donkey boiler examined under working conditions and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine No.3 cylinder bottom liner and No.2 auxiliary engine cylinder liner renewed due to excessive wear.

Marks on new liners found as follows:-

Main engine No.3 bottom liner:-

LLOYD'S No.7753 W.T.P. 80 KGS., S.S. 17-7-40, LR.

No.2 auxiliary engine No.5 cylinder liner:-

LLOYD'S No.7740 W.T.P. 75 KGS. S.S. 2-7-40, LR.

Other minor repairs and adjustments carried out. *A.A.*



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Foundation

C.S. advanced.

OBS held minor repairs

It is submitted that
this vessel is eligible for
THE RECORD.

OBS 4.41

It is submitted that
this vessel is eligible for fresh
RECORD of Survey

4.41 for the oil engines.

Am

7.8.41



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