

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

19 JUL 1941

(Received at London Office)

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. (No. of Visits Three.)

7500 on the Machinery of the ~~Wood~~ ~~Iron~~ Steel M.S. "KIRISIMA MARU".

Gross 8121 Net 5918 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1931 7mo. Engines made at Augsburg. By whom Maschinenfabrik Augsburg-Nürnberg, A.G. When 1931. Boilers, when made (Main) -- (Donkey) 1931.

Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.) Port Yokohama. Voyage

of Main Boilers -- Donkey Boilers 1 Main Boilers -- If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port Part LMC (CS) & DBS

Particulars of Examination and Repairs (if any) ... CHARACTERS: *100A1 7,40 with freeboard. *LMC (CS) 8,40 8,40 DBS 8,40 TS (CL) 7,40 5,59 Carrying oil F.P. above 150°F. in deep tanks.

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 --

Has 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? --

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

Was this 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. Present condition of funnel(s) Good

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.

Has 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? --

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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae of bearing 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. Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, See below.

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

If 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, *L.M.C. (G.S.) 8, 40. with fresh under date 4, 41. and D.B.S. 4, 41.

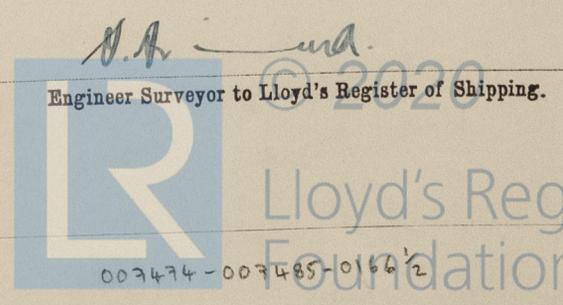
Survey Fee (per Section 29) Yen 120:00 Fees applied for 16/4/19 41 Received by me, 19

Special Damage or Repair Fee (if any) (per Section 29.) (See Hull Report)

Traveling expenses (if chargeable)

Committee's Minute FRI. 8 AUG 1941

Signed D.S. 4.41 C.S. 4.41



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

Is a Certificate required? If so, to be sent to

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.P.*



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.

Alu

7.8.41



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