

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

(Received at London Office)

TUE JUN. 12 1923

Date of writing Report April 14th 1923 When handed in at Local OfficePort of KobeNo. in Reg. Book. Survey held at KobeDate, First Survey March 6th Last Survey April 13th 1923(No. of Visits Five)64671 on the Machinery of the Wood-Iron-or-SteelS/S "KOVU MARU"Tonnage { Gross 5830  
Net 3460Vessel built at KobeBy whom Mitsubishi Zosen Kaisha When 1921Registered Horse Power { 496 NHPEngines made at "By whom " When 1921No. of Main Boilers 3Boilers, when made (Main) 1921

(Donkey)

No. of Donkey Boilers 3Owners Hiroumi Shoji KaishaPort Nishinomiya

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock Mitsubishi Dryd  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A.1.</u>		
<u>class boilerplates</u>		

Last Report No. PortParticulars of Examination and Repairs (if any) IMC & TS, Damage  
then & cause stated  
unknown

(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? Yes

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 204 lbs.

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? yes

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler?

Has 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?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new?

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? down 1/16"

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

NOW DONE:- Vessel placed in dry dock. Propeller, ~~and~~ stern tube, sea valves and their fastenings examined and found in good order. Tail shaft drawn in and found in good condition.

All main engine, cylinders, pistons, rods, valves, faces, pumps, connections, condenser, inboard shafting and pumping arrangements examined and found in good order.

The Three main boilers, with their doors, mountings and safety valves examined internally and externally and found in good condition.

The safety valves adjusted under steam as stated above.

Damage repairs Now Done:- One bent bronze propeller blade replaced with new bronze blade.

Alterations Now Done:- New valve discs and seats of improved type fitted to all main boiler safety valves.

NOTE:- Machinery and Boilers have now been tested under steam with satisfactory results.

Also examined after overhaul and found in good order.

General Observations, Opinion, and Recommendation:-

(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.&M.S. 9, 11, or L.M.C. 9, 11, 14, 16, F.D., &c.)

The machinery and boilers of this vessel are now in good condition and eligible

in my opinion to remain as classed with fresh record of 3-23, and tail shaft seen 4-23.

to have record of + L.M.C. - 21 <sup>in Register Book.</sup> as recommended in 1st Entry Report N° 3197.

Survey Fee (per Section 25) Yes 195.00

Tail Shaft 30.00

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for

Apr. 12th 1923

Received by me,

10

Committee's Minute

FRI. 22 JUN. 1923

Assigned

+ L.M.C. 4. 23

CERTIFICATE WRITTEN

H.D. Buchanan & Co. Jc.  
Engineer Surveyor to Lloyd's Register of Shipping.

**L** Lloyd's Register  
Foundation  
007647-007657-0224

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Machinery examined throughout &  
tried under steam.

It is submitted that  
this vessel is eligible for  
THE RECORD. # L.M.C. 4.23  
Glee. Light.  
S4.23 CL.

FD.  
D.H.  
19-6-23.  
See F.E. Report  
for particulars

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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