

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

- 4 SEP 1941

(Received at London Office)

Date of writing Report 21st June 41 When handed in at Local Office 23/6/41 1041 Port of Kobe

No. in Survey held at Kobe Date, First Survey 14/6/41 Last Survey 19/6 1941
g. Book. (No. of Visits 3)

7975 on the Machinery of the ~~XXXXXX~~ Steel M/S "KANZYU MARU" ex "La Plata Maru"

Gross 7267 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd When 1926, 4 mo.
Net 4378 Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha When 1926

Nominal Horse Power 1164 NHP Boilers, when made (Main) (Donkey)

No. of Main Boilers -- Owners Osaka Syosen Kaisya Owners' Address (if not already recorded in Appendix to Register Book.)
Port Osaka Voyage

of Donkey Boilers 1 Managers
Main Boilers -- If Surveyed Afloat or in Dry Dock Dry Dock
Donkey Boilers 100 lbs. (state name of Dock.) Mitsubishi Dock.

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

st Report No. Port

Particulars of Examination and Repairs (if any) PART LMC(CS)TS, DBS,

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B. if any).

*100A1 with free-board 3,40 *LMC(CS) 5,39 3,40 DBS 3,40 TS(CL) 10,37(s) *Lloyd's 11,40(p) RMC 4,40

ssKob.No.3-6,35 ssKob.No.1-39.

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? --

Did the Surveyor 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? --

What was the latest date of internal examination of each boiler? June 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 the 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 the 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? P-4.5 m/m S-Close.

What was the date of examination of Screw Shaft? June 1941. State the distance between lignum vitae of bearing bush of stern bush and top of after bearing of screw shaft XXXXXXXXXX

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? --

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done NOT COMPLETE.

WORK DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings, examined and found ~~or now placed~~ in good condition.

Starboard Tail Shaft with continuous liner, examined and found or now placed in good condition.

PARTS NOW EXAMINED FOR *LMC(CS):-

Main Engine:-

Port and Starboard No.3 cylinders, pistons, valves, gears, connecting rods and top and bottom ends.

No.3 (Port Aft) dynamo engine - complete together with scavenge pump.

No.2 (Aft) auxiliary compressor.

(P.T.O.)

General Observations, Opinion, and Recommendation:- The Machinery and Boiler of this vessel

(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, E.S. 9,11, E.B.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

so far as now seen, are in good condition and eligible in my opinion to be continued as classed, that the record of *LMC (C.S.) 5, 39. be retained with fresh under date 6, 41 when the survey has been further advanced D.B.S. 6, 41. and Starboard Tail Shaft (CL) seen 6,41

Survey Fee (per Section 29) Yen :155.00 Fees applied for 19/6 1941
Special Damage or Repair Fee (if any) Yen 50.00
Travelling expenses (if chargeable) (See Hull Rpt.)
Received by me, 19
Committee's Minute TUE. 23 SEP 1941
Assigned D.P. 6.41
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
007647-007657-0262 1/2

No.2 (Port) turbo blower.
 Nos. 7, 8, 9 & 10 H.P. air bottles.
 No.2 (Aft) L.P. air receiver.
 No.2 (Port) piston cooling pump.
 Oil fuel transfer pumps.
 No.2 (Lower) feed pump.
 No.1 (Inboard) unit pump.
 No.1 (Forward) bilge pump.
 Ballast pump.
 General service pump.
 No.2 (Aft) sanitary pump.

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 condition and found in order.

REPAIRS DUE TO DAMAGE:- Stated to have been caused by the starboard propeller striking the wharf at Haiphong on the 8th December 1940 whilst leaving the port for Saigon. One manganese bronze loose blade of starboard propeller, bent to face at the tip - now the propeller removed and blade faired. Starboard tail shaft drawn in and examined, and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:- Main Engine, Port & Starboard No.3 cylinder liners renewed and bottom end brasses remetalled, due to wear.

NOTE:- All H.P. air bottles are due for survey, but it was not available to empty all of them, and only 4 bottles were examined internally at this time. The remaining 6 bottles were examined externally under working pressure and found in good condition and will be opened up for internal examination at the earliest opportunity.

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Foundation

C.S. advanced A.P.S. held
Damage to propeller. Caused by striking
wharf. Repairs effected

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

A.P.S. 6.41

Star. S. 6.41

Three
19.9.41

