

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

(Received at London Office)

APR 25 1941

Date of writing Report 14/2/41. When handed in at Local Office 14<sup>th</sup> Feb. 1941 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 25/1/41 Last Survey 6/2/1941 (No. of Visits Three.)

77781 on the Machinery of the ~~Kozui Maru~~ Steel M.S. "KOZUI MARU".

Gross 7072 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1937 6mo.

Net 5219 Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1937.

Nominal Horse Power 829 NHP Boilers, when made (Main) -- (Donkey) 1937.

No. of Main Boilers -- Owners Takatiho Syosen Kabusiki Kaisya (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Taiyo Kaiun K.K. Port Tokyo. Voyage

Team Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers 121 lbs. (State name of Dock.) Sakurajima Dock.

Last Report No. Port COMPLETION OF LMC (CS) & DBS.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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.

On 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 " " " " Yes.

Was this 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?

State latest date of internal examination of each boiler

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner?

Has shaft now been changed? -- If so, state reasons

Has the shaft now fitted been previously used? -- Has it a continuous liner?

State date of examination of Screw Shaft -- State the distance between flange of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Has so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has 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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

The following parts of main and auxiliary engines were opened out, examined, and found

or now placed in good condition.

Main Engine:-

Nos. 3 & 6 cylinders, pistons, valves, gears and covers, connecting rods and top & bottom ends.

Nos. 4, 6 & 8 crank shaft journals.

Thrust and Intermediate shafts.

All scavenging pumps and valves - complete. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this

(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. 2, 11, B.S. 2, 11, L.M.C. 2, 11, or

ELMC 140 lb., F.D., &c.)

vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh

record of LMC (G.S.) 2, 41 with fresh under date 2, 41 and DBS 2, 41.

Committee's Minute

Assigned

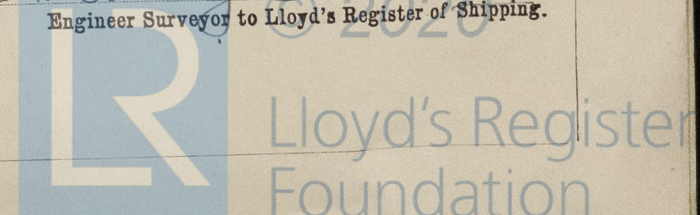
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER (for Special Survey Date of last Survey and of Periodical Surveys.	Machine and Boiler Surveys (including date of N.R. if any)
*100A1 8,40	*LMC 6,37
	DBS 8,39
	*Lloyd's RMC 8,39
Carrying cargo oil in deep tanks F.P. above 150°F.	TS (CL) 8,40

OIL ENGINE CONTINUOUS LINER

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

K. Takodaya & R. Thicker  
Engineer Surveyor to Lloyd's Register of Shipping.





Auxiliaries:-

No.3 (Port) Auxiliary Diesel Engine - complete.

No.2 (Starboard Aft) air compressor - complete.

PUMPS:-

Port (Outboard) donkey boiler feed pump.

Port (Forward) piston & jacket cooling water combined pumps.

Starboard (Fore & Aft) lubricating oil pumps.

Bilge pump.

FUEL OIL TANKS ETC:-

Starboard (P & S) fuel oil settling tanks, internally.

Starboard (P & S) cleaned fuel oil service tanks- internally.

Fuel oil service tank for auxiliary engine - internally.

Aft L.P. air reservoir - internally.

Lubricating oil and piston cooling water coolers.-

Auxiliary condenser.

Pumping arrangements examined and found in good order.

Steam pipes were tested by hydraulic pressure to 2 times W.P. & found tight.

Electric Installation megger tested, switchboard and fuses examined and found in good condition, installation afterwards tested under working conditions with satisfactory results.

The One 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 pump opened out, examined and found in good order. The oil fuel tank, valves, pipes and deck control for oil fuel burning installation and fire extinguishing apparatus examined and found in good condition. The installation afterwards examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected. K I



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LS no 1 due 6.41. Now completed  
on engine. D.B.S. held minor repairs  
effected

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

+ Line. CS. 2.41

2.41

Survey commenced. 7.38

D.B.S. 2.41.

Note for Rms

Port auxiliary  
engine

598

Mus

21.5.41



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