

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

No. 11362

Date of writing Report 26/1/40 to 40. When handed in at Local Office 5th February 1940 Port of Kobe.  
No. in Survey held at Tama. Date, First Survey 21/12/39 Last Survey 19/1/1940.  
27421 on the Machinery of the ~~Wakayama~~ Steel M.S. "KATURAGI MARU". (No. of Visits Three)  
Gross 8033 Vessel built at Uraga. By whom Uraga Dock Co. Ltd. When 1931 10mo.  
Net 5840 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1931  
Nominal Horse Power 814 NHP Boilers, when made (Main) -- (Donkey) 1931.  
No. of Main Boilers -- Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address --  
No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)  
Main Pressure -- Port Hasidate. Voyage --  
No. Main Boilers -- If Surveyed Afloat or in Dry Dock Both  
No. Donkey Boilers 100 lbs. (State name of Dock.) Tama Dock.  
Last Report No. -- Port --

Particulars of Examination and Repairs (if any) COMPLETION OF LMC(CS), & DBS  
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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 Damage Report -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 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? --

What was the latest date of internal examination of each boiler? December 1939.

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 Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boiler? Yes.

Has the 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 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? --

What was the date of examination of Screw Shaft? -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

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

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

The Main and Auxiliary Engines opened up as follows, examined and found or now placed in good condition.

Main Engine:-  
Nos.1, 3 & 8 cylinders, pistons, valves, valves, gears and covers, connecting rods and their top and bottom ends.  
Nos.1, 2, 3, 4, 9 & 10 crank shaft journals.  
Thrust and intermediate shafts.

Auxiliaries:-  
Inboard aft Auxiliary oil engine and compressor - all parts.  
Forward starting air receiver - internally. (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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
CS 3,34,  
Vessel are in good condition and eligible, in our opinion, to be continued as classed with fresh record of L.M.C. (CS) 1, 40. and D.B.S. 1, 40.

Fee (per Section 29)..... Yen: 120:00 Fees applied for 22/1/19 40.  
Electrical Survey..... Yen: 120:00  
Damage or Repair Fee (if any).....  
(per Section 29.)  
Other expenses (if chargeable)..... (See Hull Report).  
Received by me, 19

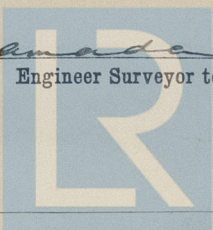
Committee's Minute TUE. 19 MAR 1940

Signed + Lmb. CS 1-40  
1-40

DBS 1-40

CERTIFICATE WRITTEN

Y. Yamada Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007658-007667-0255 1/2

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

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



Auxiliaries:- (Cont.)

Auxiliary starting air bottle - internally.

Fore and aft supercharging blowers. -

Emergency generator.

Inboard sea water cooling pump.

Inboard lubricating oil pump.

Oil fuel service pumps.

Oil fuel transfer pumps.

Lubricating oil service pump.

Inboard feed pump.

Independent bilge and sanitary pump.

Ballast pump.

Cargo oil pump.

Oil Fuel Tanks:-

Centre oil fuel head tank - internally.

Auxiliary oil fuel measuring tank - internally.

Fuel oil settling tanks for donkey boiler - internally.

Steam pipes were examined and found in good order.

Pumping arrangements examined and found in good order.

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

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 burning installation for donkey boiler examined under working condition and found in order.

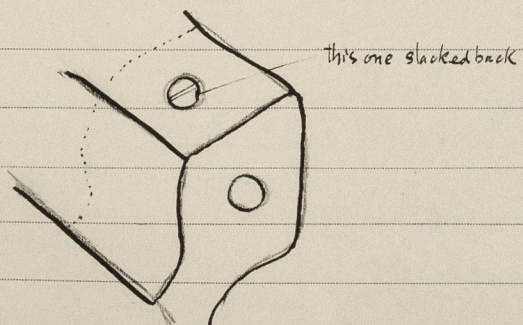
S.R.L.:- LMC(CS) now completed.REPAIRS DUE TO DAMAGE:- (Damage Report not requested).

Repair to Forward supercharging blower, stated that rotors were broken whilst main engine run at speed on the 28th August 1939.

The fracture to rotors were caused by a casting core hole plug slacked back.

New rotors, shafts and rotor bearings have now been fitted.

Machinery tried at sea on completion of repairs and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

No.1, top and bottom end brasses remetalled due to wear.

Nos.1, 3 & 8 piston crowns renewed due to excessive fracture at combustion top.

No.3 generator engine No.1 cylinder head renewed on account of excessive corrosion of bottom jacket water sealing on liner.

Other minor repairs effected.



No 2 completed  
2 pistons renewed & minor repairs

It is submitted that  
this vessel is eligible for  
THE RECORD, ~~140~~ 140

140  
18/3/40

Ships 3-37  
18/3/40



© 2020

Lloyd's Register  
Foundation