

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

No. 11.768

(Received at London Office)

19 JUL 1941

Date of writing Report 8/4/41. When handed in at Local Office 11<sup>th</sup> April 1941. Port of Kobe.  
 No. in Survey held at Tama. Date, First Survey 7/3/41. Last Survey 19/3/1941.  
 g. Book. 8761 on the Machinery of the ~~Kumagawa~~ Steel M.S. "KUMAGAWA MARU". (No. of Visits Three.)  
 Gross 7509 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1934 3mo.  
 Net 5513 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1934.  
 Main Boilers -- Boilers, when made (Main) -- (Donkey) 1934.  
 Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address Port Tokyo. Voyage 1934.  
 Donkey Boilers 120 lbs. If Surveyed Afloat or in Dry Dock Both Tama Dock.  
 (State name of Dock.)

st Report No. Port PART LMC (CS) & DBS.  
 Particulars of Examination and Repairs (if any)

Medical 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 the basis of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 --

a damage report made by anyone else? If so, by whom? --

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

" " Donkey " " " " Yes.

s was 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

he Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

he Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs.

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --, and of the Donkey Boilers? Yes.

he Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boilers? --

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

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? --

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

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 or packing metal of stern bush and top of after bearing of screw shaft 5/64".

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.

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

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.

Main and auxiliary engines opened up for survey, found or now placed in good order.

Main Engine:-

Nos. 3 & 4 cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends.

No. 6 bottom end.

Nos. 4, 7 & 8 crankshaft journals.

Intermediate shafts.

Nos. 3 & 4 scavenge pumps. (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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

sel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as assd. L.M.C. (S.S.) 2 37. be retained with under date 3, 41 and L.B.S. 3 41

Fee (per Section 29) Yen 120:00

al Damage or Repair Fee (if any) --

illing expenses (if chargeable) (See Hull Report)

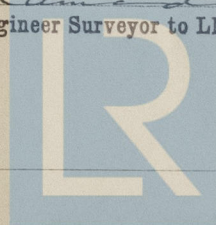
nmitttee's Minute

igned

Fees applied for 22/3/41

Received by me, 7-4-1941

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007458-007466-0265 1/2



Auxiliaries:-

Starboard Forward (No.1) Dynamo Engine - all parts.

Starboard Aft (No.2) Dynamo Engine - all parts, except crank journals.

Forward (No.1) compressor - all parts.

Aft L.P. air receiver - internally.

Inboard feed pump.

Bilge pump.

Ballast pump.

General service pump.

Forward lubricating oil pump.

Fore and Aft piston and jacket cooling pumps.

Forward settling tank - internally.

Port daily service tank - internally.

The 1 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.

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

REPAIRS DUE TO WEAR AND TEAR:

All manganese bronze propeller blades were found corroded on the following edges at tip, now dressed up by welding.

Main engine Nos.3 & 4 pistons renewed on account of crack of uppermost packing ring landing.

Other minor repairs and adjustments carried out.



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MS. du 2.41 Hild.  
C. adonad.

It is submitted that  
this vessel is eligible for  
THE RECORD. MS 3.41

It is submitted that  
this vessel is eligible for  
RECORD of the Survey  
MS 3.41 for the oil engines.

Thur  
8.8.41



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