

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

(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 ~~Wood, Iron or 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.  
 839 NHP Boilers, when made (Main) -- (Donkey) 1934.  
 Owners Toyo Kaiun Kabushiki Kaisha. Owners' Address Port Tokyo. Voyage --  
 Donkey Boilers 1 Managers --  
 Main Boilers -- If Surveyed Afloat or in Dry Dock Both  
 Donkey Boilers 120 lbs. (State name of Dock.) Tama Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Part Report No. Port PART LMC (CS) & DBS.

CHARACTER. & for Special Survey Date of last Survey and of Periodical Surveys.	Number assigned & retained.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1	2,40	*LMC (CS) 37
		2,40
		DBS 2,40
		TS (CL) 7,39
Carrying cargo oil F.P. above 150°F. in deep tank.		
SSYka. No. 1-37.		

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and cases 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 --

Has 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? --

Do Donkey Boilers? Yes.

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

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? 120 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 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 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? --

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.

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

Is Survey 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 vessel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as classed, **\*L.M.C. (CS) 37.** be retained with under date **3, 41** and **D.B.S. 3, 41**

Survey Fee (per Section 29) Yen 120:00  
 Special Damage or Repair Fee (if any) --  
 Printing expenses (if chargeable) (See Hull Report)  
 Fees applied for 22/3/1941  
 Received by me, 7-4-1941

Committee's Minute TUE. 12 AUG 1941  
 Signed D.S. 3.41  
C.S.  
3.41

*Y. Hamada*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

CONTINUOUS SURVEY

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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ONS. duu 2.41 Hedd.  
C. adouad.

It is submitted that  
this vessel is eligible for  
THE RECORD. ONS 2.41

It is submitted that  
this vessel is eligible for  
RECORD of the Survey  
1943.41 for the oil engines.

Yours  
J. P. 41



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