

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

(Received at London Office)

19 JUL 1941

Date of writing Report 10/4/41 When handed in at Local Office 11th Apr 1941 Port of Kobe.
 No. in Reg. Book 77724 Survey held at Kobe. Date, First Survey 11/3/41 Last Survey 30/3/1941
 on the Machinery of the ~~Block Island~~ Steel M.S. "KOSEI MARU". (No. of Visits Three.)
 Tonnage { Gross 6668 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1933 3mo.
 Net 4768 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1933.
 Nominal Horse Power 839 NHP Boilers, when made (Main) -- (Donkey) 1933.
 No. of Main Boilers -- Owners Hiroumi Syozi K.K. Owners' Address --
 No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers -- Port Kobe. Voyage --
 in Donkey Boilers 120 lbs. If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Mitsubishi Dock.

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

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.

In 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 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? Good

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? Good.

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? --

State date of examination of Screw Shaft --

State the distance between lignum vitae ~~at stern bush~~ of stern bush and top of after bearing of screw shaft 2.15 m/m.

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

Is electric light and power fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Yes, See below.

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

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

OW 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.1 & 4 cylinders, pistons, valves, gears and covers.

Nos.1, 2, 3, 4, 5 & 6 connecting rods, top and bottom ends.

Nos.1, 2, 3, 4, 5 & 6 crankshaft journals.

Nos.2 & 4 scavenge pumps.

Thrust and Intermediate shafts. (P.T.C.).

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.)

Vessel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as

Classed, * L.M.C. (CS) 5, 38. be retained with under date 3. 11 and D.B.S. 3. 41

Survey Fee (per Section 29) £en :80:00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) (See Hull Report).

Committee's Minute

Assigned

Fees applied for 1/4/41

Received by me, 11-4-1941

FRI. 8 AUG 1941

Engineer Surveyor to Lloyd's Register of Shipping.



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Auxiliaries:-

No.1 (Starboard Forward) auxiliary diesel engine - complete.

No.1 air compressor - complete.

No.2 (Port) L.P. air reservoir, - internally.

Pumps:-

General service pump.

Bilge pump.

No.2 (Starboard Aft) lubricating oil service pump.

No.1 (Port Forward) piston cooling water pump.

No.1 (Port Inboard) Donkey boiler feed pump.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected. *K.S.*

LS No 2 due 3.41

C.P. advanced

OBS held

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

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

Klus

7.8.41



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