

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

(Received at London Office - 9 SEP 1941)

Date of writing Report 2nd July 1941 When handed in at Local Office 3rd July 1941 Port of Kobe

No. in Reg. Book 77730 Survey held at Harima Date, First Survey 16/6/41 Last Survey 1/7 1941 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ S/S "KOSIN MARU"

Tonnage { Gross 5485 Vessel built at Innoshima By whom Osaka Iron Works Ltd. When 1924, 7 mo.
 Net 4006 Engines made at Innoshima By whom Osaka Iron Works Ltd. When 1924

Nominal Horse Power 553 NHP Boilers, when made (Main) 1924 (Donkey) --

No. of Main Boilers 3SB Owners Hiroumi Syozi K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
 Port Kobe Voyage --

No. of Donkey Boilers -- Managers --

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Harima S.B. & E. Yard.

in Donkey Boilers --

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC, TS.

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.	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 8,40	*LMC 8,40 TS(CL) 5,38
ssKob. No. 3-3,35	
ssTama No. 1-39	

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? Yes.

Do " " " " Donkey " " " " --

If this was 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 July 1941. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

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? Yes. and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. 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 July 1941 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

If 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 Complete.

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

Tail Shaft with continuous liner, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:-

H.P. cylinder, guide shoe - remetalled. (Continued)

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel (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. 2, 11, B.&M.S. 2, 11, * L.M.C. 2, 11, or * L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible in our opinion to be continued as classed with fresh record of

* L.M.C. 7, 41. and Tail Shaft (CL) seen 6, 41.

Survey Fee (per Section 29) Yen : 275.00 Fees applied for 2/7 19 41

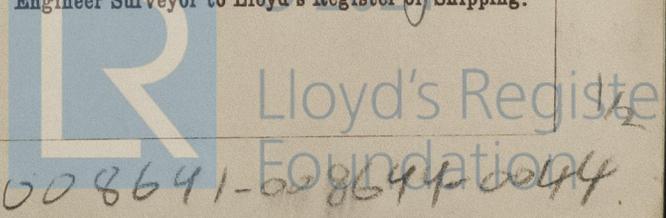
Special Damage or Repair Fee (if any) X Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 19 SEP 1941

Assigned L.M.C. 7.41

K. Yamakura
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe

Continuation of Report No/1853 dated

2nd July 1941

on the "KOSIN MARU"

H.P. & L.P. crank brasses, bottom half - remetalled.

M.P. eccentric strap, top half - remetalled.

Auxiliaries:-

Steering engine, 2 columns - renewed on account of fracture extended at the foot, circumferentially.

Other minor repairs and adjustments effected.

NOTE:-

Main engine, M.P. cylinder, starboard side, bottom 2 ribs found cracks, vertically in efficient condition, and cracks have now been stop holed at the ends. K.G.



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B.S. du 8.11. 1841
Survey held on engine
Minor repairs effected

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

+ Line 741
S. 7.41

Shur
No. 1. 41



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