

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
 on the Machinery of the Wood, Iron or Steel S/S "KOSIN MARU" (No. of Visits 3)
 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 --
 No. of Donkey Boilers -- Managers -- Port Kobe Voyage --
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers -- (State name of Dock.) Harima S.B. & E. Yard.

Last Report No. -- Port --Particulars of Examination and Repairs (if any) LMC, TS.

Periodical Surveys, when held, must be reported in detail and scrutiny 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? Yes." " 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) GoodDid 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. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 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

LMC 7.41 and Tail Shaft (CL) seen 6.41.Survey Fee (per Section 29) Yen : 275.00Fees applied for 2/7 19 41Special Damage or Repair Fee (if any) XTravelling expenses (if chargeable) (See Hull Report)Received by me, 19Committee's Minute FRI. 19 SEP 1941Assigned Lmb 7.41

K. Lamakuma K. Tanaka
 Engineer Surveyor to Lloyd's Register of Shipping.

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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.

B.S. den 8.11. Shld
Survey held on engine
Minor repairs effected

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

+ Luce 241
S. 7.41

Shur
No. 9. 41



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