

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

(Received at London Office

AUG 13 1940

Date of writing Report 19/6/1940. When handed in at Local Office 20th June 1940 Port of Kobe.

No. in Reg. Book. 27744 Survey held at Osaka. Date, First Survey 3/6/40 Last Survey 13/6/1940. (No. of Visits Two.)

on the Machinery of the ~~Donkey~~ Steel S/S "KOAN MARU".

Tonnage { Gross 3184  
Net 1970

Vessel built at Osaka. By whom Osaka Iron Works, Ltd. When 1924 3mo.

Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1924.

Nominal Horse Power 288 NHP Boilers, when made (Main) 1924. (Donkey) --

No. of Main Boilers 2 SB Owners Hiroumi Syozi Kab. Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.)

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.) Sakurajima Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC &amp; TS

Periodical 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 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 June 1940. 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 Boiler? --

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

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? No

Has shaft now been changed? No 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 6/40 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Close fit.

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

Is electric light apparatus fitted? Yes.

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 or now placed 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,

condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 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.

## WEAR AND TEAR REPAIRS:-

Tail shaft stern bush wood - completely re-wooded.

Main Engine:- H.P. &amp; M.P. crosshead brasses - top half - remetalled.

M.P. crank brass, top half - remetalled.

L.P. ahead guide shoe - remetalled.

Dynamo Engine:- The armature coils wiring - renewed.

About 1000 feet of electric lighting armoured wiring - renewed.

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 my opinion, to be continued as classed with fresh record of

L.M.C. 6, 40. and Tail Shaft (CL) seen 6,40.

Survey Fee (per Section 29) Yen 225:00

Fees applied for 17/6/1940

Special Damage or Repair Fee (if any) (per Section 29.)

Received by me, 19

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

Committee's Minute

TUE. 20 AUG 1940

Assigned

+LMC 6,40

S 6,40

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

Lloyd's Register

008641-008549-0068



Mo. due 5.40 Held.

Survey held on engine  
Electrical repairs and some  
minor repairs effected

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

+ hme. 6.40  
S. 6.40

Run  
16.8.40



© 2021

Lloyd's Register  
Foundation