

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

(Received at London Office MAY 1941)

Date of writing Report 25/10/40. When handed in at Local Office 10 Port of Kobe.

No. in Reg. Book 27644 Survey held at Tama. Date, First Survey 17/9/40 Last Survey 9/10/1940.
(No. of Visits Five.)

on the Machinery of the ~~Woodhouse~~ Steel S/S "KINKASAN MARU".
Tonnage { Gross 4981
Net 2615 Vessel built at Middlesbro's. By whom Sir Raylton, Dixon & Co. Ltd. When 1911 7mo.
Engines made at Stockton. By whom Blair & Co. When 1911.
Nominal Horse Power 417 NHP Boilers, when made (Main) 1911. (Donkey) --
No. of Main Boilers 3 SB Owners Mitsui Bussan Kaisha, Ltd. Owners' Address ---
No. of Donkey Boilers -- Managers --- Port Tokyo. Voyage ---
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers -- (State name of Dock.) Tama Dock.

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ---

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 September, 1940.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ---

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

Did the Surveyor examine the drain plugs of the Main Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

Has shaft now been changed? No If so, state reasons ---

Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

State date of examination of Screw Shaft Oct. 1940. State the distance between lignum vitae ~~of~~ of stern bush and top of after bearing of screw shaft Close fit.

Is electric light ~~and~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? 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 steam pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam

pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now

placed in good condition, installation afterwards tested under working conditions with satisfactory

results. (P.T.O.).

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, E.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

L.M.C. 10, 40. and Tail Shaft (CL) seen 10,40.

Survey Fee (per Section 29) Yen 250:00 Fees applied for 10/10/40
Electrical Survey Yen 20:00
Travelling expenses (if chargeable) (See Hull Report) Received by me, ---

Committee's Minute FRI. 16 MAY 1941

Assigned + Lmb. 10.40

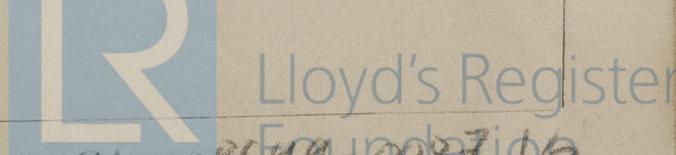
CHARACTER.	Assigned for Special Survey	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	6,39		*LMC 6,39
			TS (CL) 6,39

Yes. ssKob. 2nd No. 3-3,36.

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

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

Engineer Surveyor to Lloyd's Register of Shipping.



0086 91-0086 99-0000 0102

Report of Survey for Repairs, etc., of Engines and Boilers.

Rpt. 9a.

DUPLICATE
(2) (MACHINERY)

Port of Kobe.

Continuation of Report No. 163 dated 25/10/40

on the

"KINKA-SAN MARU"

The 3 Main Boilers were 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.

REPAIRS DUE TO WEAR AND TEAR:-

Bottom half of stern bush - re-wooded.

Other minor repairs and adjustments carried out. 84.

M. I. held
true copy
10/11/40
[Signature]