

25 AUG 1953  
No. 1526

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

27 AUG 1953

Writing Report 7th Aug., 1953. When handed in at Local Office Aug. 12, 1953 Port of Kobe

Survey held at Osaka Date 29th July, Last Survey 3rd Aug., 1953. (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "KENRYU MARU"

Gross 4979 Vessel built at Osaka By whom Fujinagata Zosensho Year. Month. 1951--9

Net 3284 Engines made at Tamano By whom Mitsui Zosen K.K. When 1951--

Rule 6.75 - Boilers, when made (Main) (Donkey) Owners' Address (if not already recorded in Appendix to Register Book.)

Boilers - Owners Inui Kisen K.K. Port Kobe Voyage (State name of Dock.)

Key Boilers 1 Managers (State name of Dock.) Fujinagata Dock, Osaka.

Boilers 100

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
+ 100A1 2,516.52	+ LMC 9,51
(Class content)	75,CL DBS 7.52
	OIL ENGINES CONTINUOUS SURVEY TORSIONAL ENDORSEMENT CASE

Port No. Port LMC (CS) and D.B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.

Has a special damage report been 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

For what reasons? Donkey What parts of the Boilers could not be thus thoroughly examined?

What 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?

Date of internal examination of each boiler: 29-7-53 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 7.2 Kg/cm<sup>2</sup>

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

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the diameter of the shaft. 2.7 m.m.

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. See Form 7E

ONE:- Vessel placed in drydock. Propeller, outside fastenings of sea connections and after end of stern bush examined and found or now placed in good condition. Sea connections opened up, examined and found or now placed in good condition.

TWO:- The following parts now examined.

Engine; No. 2 & 5 cylinders, pistons, covers, valves, gears, crossheads, connecting rods, crank pins and their bearings.

No. 2, 3, 6 & 7 crank shaft journals and their bearings. Aft blower. Thrust shaft, intermediate shafts and their bearings.

Marines; Forward outboard aux. engine and aft air compressor in their entirety. Forward L.O. pump. Inboard feed pump.

Above parts found or now placed in good condition.

;- Donkey boiler examined in their entirety together with their mountings and found or now placed in good condition.

Safety valves adjusted under steam to 7.2 Kgs/cm<sup>2</sup>.

Medical Equipment:- Insulation resistance of generators, circuits and apparatus tested and found satisfactory.

Conclusion:- At the Owners Request. P.T.O.

Observations, Opinion, and Recommendation:-

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery and donkey boiler of this vessel, so far as now seen, are in good condition and in my opinion to be remained as now classed with fresh record of D.B.S. 8,53 now and (CS) with date when the survey has been completed.

Section 23) LMC (CS) £ 70,000 Fees applied for, AUG. 12, 1953

or Repair Fee (if any) £ 8,000 LOCALLY

(per Section 23.) £ 2,000 Received by me, [Signature]

Expenses (if chargeable) £ 2,000

THURSDAY 10 SEP 1953

DBS 8.53

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

6087773-008777-0077

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

REPORT OF SURVEY FOR REPAIRS, ETC., OF ENGINES AND BOILERS

2 sets of O.F. purifiers removed, instead of them 1 set of "Colloidal O.F. Filter" installed in accordance with the approved plans.

Dopkey boiler forced draft fan now newly installed.  
The wiring diagram of electrical equipment for above attached hereto.

Interim Certificate No. C-15909 issued - copy attached hereto.



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