

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

18 MAY 1954

Date of writing Report 28th April 1954 When handed in at Local Office APR. 16. 1954 Port of YOKOHAMA  
 in Book. Survey held at Yokohama Date. First Survey 9th Feb. Last Survey 10th April 1954  
 (No. of Visits 6)  
 on the Machinery of the Wood, Iron or Steel S.S. "KYOH MARU"

Gross 6891 Vessel built at Newcastle By whom Nthmblnd S.B. Co. (1927) Ltd. Year 1928 Month 9  
 Net 4957 Engines made at - By whom Wallsend Slpwy Co. Ltd. When 1928  
 As Per Rule 569 Boilers, when made (Main) - (Donkey) -  
 Main Boilers 3 Owners NICHIRO GYOGYO K.K. Owners' Address No.2-2 Marunouchi, Chiyoda-ku, Tokyo,  
 (if not already recorded in Appendix to Register Book.)  
 " " 8487 Managers - Port Tokyo Voyage -  
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Both; Nos.1 & 3 Yokohama Docks  
 Pressure - (State name of Dock.)  
 Main Boilers 180 lb.  
 Donkey Boilers -

Report No. - Port -  
 Particulars of Examination and Repairs (if any) Dkg., BS., LMC & Alteration

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, 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 stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Next date of internal examination of each boiler Port, Stbd. & Centre 1/3/54

Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? P.180 lb. C. 183 lb.

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

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

Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers?

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

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of screw shaft. State the wear down in the bush 6.6 mm Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes.

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

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. As reported.

Done:

For Docking:- Vessel placed in dry dock, the propeller, after end of stern bush, sea cocks & valves with their shell fastenings, examined & found or now placed in good condition.

For BS:-Three Main Boilers examined internally & externally complete with doors, mountings & safety valves & found or now placed in good condition. Safety valves adjusted under steam as stated above. Oil fuel burning and fire smothering installations examined and tested.

For LMC:- Main Engines:-

All cylinders, casings, covers, pistons, rods, valves & gear, crasshead, & crank pins & brasses, guides shoes, main bearing journals & brasses (top half only), crank, thrust and intermediate shafting, reversing gears, condenser tested, and attached pumps etc. examined and found or placed in good condition.

Auxiliaries, Etc.:- (following in their entirety)

Both 30 KW Steam Generators.

P.T.O.

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

The Boilers and Machinery of this vessel, so far as now seen, are in a good and efficient condition and eligible in our opinion to remain as now classed with fresh record of BS 4,54, & the notation "Fitted for oil fuel 4,54, F.P. 150°F (now); & LMC (with date) when the survey has been completed.

Fees (per Section 23) Part LMC £ 30,000.00 Fees applied for, 16/4/1954  
 BS £ 30,000.00  
 Damage or Repair Fee (if any) £ -  
 T. Repairs £ 15,000.00 Received by me, [Signature]  
 Expenses (if chargeable) £ 3,000.00 19 -

Attorney's Minute TUESDAY 6 JUL 1954

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BS 4,54

Fitted for oil fuel 4,54 F.P. above 150°F

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

008784-008395-0181



Both Independent Steam Generators.  
Both Ballast Pumps.  
Fan Engine.  
G.S. Pump.  
Both Evaporators.  
Distillar.  
Evaporator Pump.  
Both F.O. Transfer Pumps.  
Oil fuel system with both units.

All the above found or now placed in good conditon.

#### REMAINING TO BE DONE TO COMPLETE LMC:-

The following items remain to be examined, etc. to complete LMC:-

- (a) Main & aux. steam pipes to test.
- (b) Main & aux. feed liners to test.
- (c) Aux. condenser to test.
- (d) Steering gear engine.
- (e) Electrical Installation to magger test.
- (f) Pumping arrangements.

For BS (Now Done):- Port, Centre & Stbd. (Scotch type) Main Boilers examined internally & externally complete with doors, mountings & safety valves & found or now placed in good condition.

Safety valves adjusted under steam as stated above.

Oil fuel burning and fire smothering installations (new) examined and tested.

#### ALTERATIONS:-

##### Fitted for Oil Fuel Buring:

P. & S. Settling Tanks fitted fwd. of Boiler room (part of P. & S. After Deep Tank Spaces).

The vessel fitted out at this time for the burning of oil fuel, installation fitted in accordance with approved plans & the Rules, tested on completion and found satisfactory.

##### Auxiliaries & Etc:-

The following auxiliaries & etc. were newly installed at this time in machinery space, as per attached plan.

One Fuel Oil Transfer Pump. (Vertical Worthington type, 50 M<sup>3</sup>/H x 35M).

One Fuel Oil Transfer Pump. (Vertical Worthington type, 40 M<sup>3</sup>/H x 35M).

Oil Fuel Burning Unit.

One 30 KW Steam Generator.

Particulars:- Compound Steam Reciprocating Engine (E. No.866), 185 mm x 305 mm x 130 mm and 550 r.p.m.;

Generator:- 30KW x 105 V.D.C. (Please see Kobe Certificate No.SRE-18612, Copy attached.)

One Fresh Water Ballast Pump. (Vertical Worthington type, 120 M<sup>2</sup>/H x 25M).

Two TLT type Evaporators.

Particulars:- Capacity 36 ton/day, Heating Surface 4.6M<sup>2</sup>, Inner dia. of steam chamber 780 mm, Inner dia. of body 800 mm, Total hight 2100 mm.

(Please see Kobe Certificate No.M-9980, Copy attached.)

One Evaporator Pump.

One Distillar.

Particular:- Cooling surface 8.4 M<sup>2</sup>, Inner dia. of body 320 mm, Tubes:- No.of tubes 98, outside dia.16 mm thickness 1,2 mm, total length 1,766 mm., No.of flow 2.

(Please see Kobe Certificate No.M-9981, Copy attached.)

The following Auxiliaries were installed in Machinery space at this time, for Fishing & Canning Factory purposes only:-

- (1) Fuel Oil Charging Pump for fishing boat (15M<sup>3</sup>/H x 35M).
- (2) Fresh Water charging Pump for fishing boat. (30 M<sup>3</sup>/H x 22M).
- (3) Sea Water Pump for fish cleaning (35 M<sup>3</sup>/H x 18 M).
- (4) Sea Water Pump for fish cleaning (65 M<sup>3</sup>/H x 18 M).
- (5) 75 KVA Diesel Generator.
- (6) 5 H.P. Diesel driven Air Compressor.
- (7) Two (2) Staring Air Receivers.
- (8) Switch Board, Transformer an Condenser.

#### Repairs (Wear & Tear)

- (1) Main engine H.P. piston rod renewed. (Identification Marks:- LLOYD'S No.Y-4943 YKA 17-3-54 RT).
- (2) Main boilers, several small stays refastened, fourteen tubes re-expanded, several rivets & seams caulked.
- (3) Stbd. feed pump, water cylinder with valve chest renewed.
- (4) Steering engine, fan engine, G.S. pump, ballast pump, all pistong rods skimmed & bushes renewed.
- (5) Outboard 30 KW Generator engine, L.P. pistong rod skimmed & bush renewed.
- (6) Windlass, crank shaft & bearing brasses renewed.
- (7) Other minor repairs also carried out including renewal of several lighting circuits.

#### Change of Ownership:-

Name	"KYOHO MARU"
New Owner	NICHIRO GYOGYO KABUSHIKI KAISHA.
Port of Registry	TOKYO.
Signal Letter	JAWR.
Official No.	67466
Grass Tonnage	7080.07
Net Tonnage	5177.04

Interim Certificate issued - Copy attached.



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Lloyd's Register  
Foundation