

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

(Received at London Office)

JUN -6 1940

Date of writing Report 26th Apr. 1940 When handed in at Local Office 26th April 1940 Port of SHIMONOSEKI.

No. in Reg. Book. Survey held at SHIMONOSEKI. Date, First Survey 8th April Last Survey 23rd April 1940. 27950 on the Machinery of the ~~Work, Iron or Steel~~ Single Screw Steamer "K O Z Y U N M A R U" (No. of Visits 3)

Gross 1931 Net 1186 Vessel built at Osaka By whom Osaka Iron Works, Ltd. When 1924 7
Engines made at Osaka By whom Osaka Iron Works, Ltd. When 1924
Boilers, when made (Main) 1924 (Donkey)
Owners Hiroumi Syozi K.K. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers / Port Kobe Voyage /
If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Mitsubiehi Hikoshima Dock.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port

Particulars of Examination and Repairs (if any) Docking & LMC.

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.

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

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

this was not done, state for what reasons?

nd what parts of the Boilers could not be thus thoroughly examined?

so 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?

ate latest date of internal examination of each boiler 8th April 1940. Present condition of funnel(s) Good

nd the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

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

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

nd the Surveyor examine the drain plugs of the Main Boilers? / , and of the Donkey Boilers? /

nd the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? /

is screw shaft now been drawn and examined? No Is it fitted with continuous liner? / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /

is shaft now been changed? / If so, state reasons /

is 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? /

ate date of examination of Screw Shaft / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 40/1000"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? /

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done /

ow Done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

All cylinders, pistons, valves, chests, rods, crank & thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found in good condition.

The 2 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 on the 23rd April 1940.

epairs due to wear & tear:-

M.P. piston slide valve casing bored out to diam. of 12 1/2" (mean).

P. boiler- 2 boiler small stays renewed.

Other minor repairs and adjustment effected,

General 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, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., F.D., &c.)

the machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of & LMC 4-40.

Survey Fee (per Section 20) £ 190:00 Fees applied for 24. 4. 1940

pecial Damage or Repair Fee (if any) £ : Received by me,

travelling expenses (if chargeable) £ : Engineer Surveyor to Lloyd's Register of Shipping.

ommittee's Minute FRI. 14 JUN 1940

ssigned + LMC 4.40

004505-009513-0164

Lloyd's Register Foundation

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

Exp Examined.

Minor repairs

It is submitted that
this vessel is eligible for
THE RECORD. June 4. 40.

DA

13/6/40



© 2021

Lloyd's Register
Foundation