

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

(Received at London Office MAY -4 1939)

Date of writing Report 11th April 1939 When handed in at Local Office 11th April 1939 Port of SHIMONOSEKI.

No. in Survey held at SHIMONOSEKI Date, First Survey 20th March Last Survey 4th April 1939

on the Machinery of the Steel Single Screw Steamer "K O Z Y U N M A R U"

Gross 1931 Net 1186 Vessel built at Osaka By whom Osaka Iron Works, Ltd. When 1924 7mo
Engines made at Osaka By whom Osaka Iron Works, Ltd. When 1924
Boilers, when made (Main) 1924 (Donkey)
Owners Hiroumi Shoji K.K. Owners' Address
Managers If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Mitsubishi Hikoshima Dock
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port Docking, LMC, TS & Elec. #100AI 3-38
Particulars of Examination and Repairs (if any) sskob.No.3-3,35

Periodical surveys, when held, must be reported in detail and serially 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?

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?

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

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?

te latest date of internal examination of each boiler 22nd March 1939. Present condition of funnel(s) Good

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

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

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

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

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

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?

shaft now been changed? If so, state reasons

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?

te date of examination of Screw Shaft 22-3-1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

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

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

Done:-Vessel placed in dry dock, propeller, stern bush, sea cocks & 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.

Engine opened up for survey:- All cylinders, chests, valves & rods, crank, thrust and intermediate shafting, condenser, pumps, piping & pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to double the W.P., and the copper steam pipes were annealed before testing.

The 2 Main boilers were examined over all parts with doors, mountings & safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 4th April 1939.

Electric fittings examined as per Rules, megger test carried out satisfactory.

General Observations, Opinion, and Recommendation:- P. T. O.

(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.)

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-'39 and "Tail shaft (CL) seen 3.-'39".

Survey Fee (per Section 29) £ 245:00 Fees applied for 5. 4. 19 39

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute TUE. 16 MAY 1939

Assigned

CERTIFICATE WRITTEN

M. Kamakura
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004505-004513-271

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

S.S. "KOZYUN MARU"

Repairs due to wear & tear:-

Lower of stern bush lignum vitae rewooded.
Ballast pump- water cylinder locally corroded and fitted with patch.
Main stop valve seats renewed on P & S boilers.
4 broken small stays renewed on S. boiler.

Other minor repairs effected. *MM*



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