

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

(Received at London Office)

-4 SEP 1941

Date of writing Report 23rd June, 1941. When handed in at Local Office 23rd June, 1941. Port of YOKOHAMA.

No. in Survey held at YOKOHAMA Date, First Survey 4th June, 1941. Last Survey 13th June, 1941.
g. Book. (No. of Visits Three)

7197 on the Machinery of the ~~Wood, Iron or Steel~~ T.Sc.S. "KASIMA MARU"

Year. Month.

Displacement } Gross 9908 Vessel built at Kobe By whom Kawasaki Dkyd. Co. Id. When 1913-10
 Net 6148 Engines made at Kobe By whom Kawasaki Dkyd Co. Id. When 1913

Nominal Horse Power 1152 Boilers, when made (Main) 1913 (Donkey) X

No. of Main Boilers 7SB Owners Nippon Yusen K.K. Owners' Address X
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers X Managers X Port Tokyo Voyage X

Steam Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both
 Main Boilers (State name of Dock.) M.J.K. Yokohama Dock.

No. of Donkey Boilers X

Previous Report No. _____ Port _____
Particulars of Examination and Repairs (if any) BS & TS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

Where 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 X

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

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

Do " " Donkey " " " " X

When this was not done, state for what reasons? X

What parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler Nos. 1 & 3 - 9/6/41. Nos. 2, 4, 5, 6 & 7 - 4/6/41 Present condition of funnel Good.

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? X

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

Has 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? X

Has shaft now been changed? X If so, state reasons X

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft P. 8-40 S. 4-6-41 State the distance between lignum vitae XXXXXXXXXX of stern bush and top of after bearing of screw shaft S rewooded

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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

Work done:- Vessel placed in dry dock, P & S propellers, Starboard stern bush and aft end of port stern bush, all sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Starboard Tail Shaft with continuous liner, examined and found or now placed in good condition.

The Seven (7) 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.

P & S Engines opened up by the Owners as follows:- All cylinders, pistons, valves & rods, crank, thrust & intermediate shafting, condensers, air pumps & group valves, P & S weir's feed pumps, Ballast pump examined and found or now placed in good condition.

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, B.S. 0,11, D.&M.S. 0,11, X L.M.C. 0,11, or X L.M.C. 140 lb., F.D., &c.)

is in good condition and eligible in my opinion to be continued as classed with fresh record of BS 6-41, and Starboard Tail Shaft (CL) seen 6-41.

Survey Fee (per Section 29) £ 305.00

Special Damage or Repair Fee (if any) (per Section 29) £ X

Travelling expenses (if chargeable) £ 0.00

Fees applied for 13-6-1941

Received by me, _____ 19

Committee's Minute FRI. 19 SEP 1941

Assigned B.S. 6.41

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

Lloyd's Register Foundation

009505-009513-0194

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

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

10.2 dec 9.41 Held

Engine partly examined & repairs
effected

It is submitted that
this vessel is eligible for
THE RECORD.

10.6.41

Star. 5. 6.41

Star
10.9.41



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