

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, Last Survey 13th June, 1941. (No. of Visits Three)

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

Gross 9908 Net 6148 Vessel built at Kobe By whom Kawasaki Dkyd. Co. Id. When 1913-10
Engines made at Kobe By whom Kawasaki Dkyd Co.Ed. When 1913
Boilers, when made (Main) 1913 (Donkey) X
Owners Nippon Yusen K.K. Owners' Address X
Managers X Port Tokyo Voyage X
If Surveyed Afloat or in Dry Dock Both (State name of Dock.) M.J.K. Yokohama Dock.

Particulars of Examination and Repairs (if any) BS & TS

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

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 " " " " X

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

the 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(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? X To what pressure were they afterwards adjusted under steam? X

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

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

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

screw shaft now been drawn and examined? Yes/ S. only. 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

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

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

the date of examination of Screw Shaft { P. 8-40 S. 4-6-41 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft { P 2.2 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

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

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

now 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 continous 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 Onwers 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. 9,11, D.&M.S. 9,11, & L.M.C. 9,11, or

CS 2,34, 140 lb., F.D., &c.)

are 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) £ 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

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009505-009513-0194

B. 2 due 9.41 Held

Engine partly examined & minor
repairs effected

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

B. 6.41

Star. 5. 6.41

Star
16.9.41



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