

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

(Received at London Office OCT 23 1940)

Date of writing Report 16/9/ to 40. When handed in at Local Office 17th Sept. 1940. Port of Kobe.

No. in Reg. Book. 27366 Survey held at Kobe. Date First Survey 12/8/40 Last Survey 8/9/1940. (No. of Visits Four.)

on the Machinery of the ~~Wooden~~ Steel T.S.S. "KASIMA MARU"

Tonnage { Gross 9908 Vessel built at Kobe. By whom Kawasaki Dockyard Co.Ltd. When 1913 10mo.
 Net 6148 Engines made at Kobe. By whom Kawasaki Dockyard Co.Ltd When 1913.

Nominal Horse Power 1152 NHP Boilers, when made (Main) 1913. (Donkey) --

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

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

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.

in Donkey Boilers -- (State name of Dock.)

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) BS, Port TS.

(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.)

In 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 --

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

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

Do. " " Donkey " " " " --

If this was not done, state for what reasons? --

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

Also 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? --

State latest date of internal examination of each boiler August, 1940. Present condition of fuselage 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? -- To what pressure were they afterwards adjusted under steam? --

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

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

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

Has screw shaft now been drawn and examined? Yes / (Port 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? No

Has shaft now been changed? No If so, state reasons --

Has 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? --

State date of examination of Screw Shaft 8/40 / (Port only) State the distance between lignum vitae of stern bush and top of after bearing of screw shaft P. Close fit S. 5 m/m.

Is electric light fitted? Yes. Complete.

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

Port tail shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 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.

REPAIRS DUE TO WEAR AND TEAR:-
 Port stern bush bottom half - rewooded.

Main Engines:-
 Port M.P. cylinder renewed and lined up, M.P. piston junk rings renewed. (P.T.O.).

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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
 are in good condition and eligible, in my opinion, to be continued as classed with fresh record of S. 9, 40. and Port Tail Shaft (CL) seen 8,40 and without restriction regarding the Port M.P. cylinder.

Survey Fee (per Section 20) Yen 305:00 Fees applied for 9/9/1940

Additional Damage or Repair Fee (if any) --

Printing expenses (if chargeable) (See Hull Report) Received by me, K. P. Daxdayas 19 40

Committee's Minute TUE 5 NOV 1940

Signed As now without spl. edn. B.S. 9.40

CHARACTER.	Years assigned or now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	7,39	*LMC 5,38
		BS 7,39
		TS (CL) P 7,37
		S 9,38
ssYka.2nd No.3-5,38.		

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

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



004505-009513-0199

Main Engines:- (Cont.).

P & S crank and intermediate shafting - lifted up and alignment adjusted.
Port-M.P. & L.P. and Starboard - L.P. ahead guide shoes - remounted.
P & S H.P., M.P. & L.P. crank shaft journals bottom halves - remounted.
7 holding down bolts of main engine bed plate - renewed. (P 2 & S 5).

Auxiliaries:-

P & S feed pump plungers - skimmed up and neck bushes renewed.
Starboard Aft feed pump suction valve and seat - renewed.
P & S dynamo engine cylinders - skimmed up and piston packing rings - renewed,
piston rods - skimmed up and neck and gland bushes - renewed.

Boilers:-

Starboard Aft Main Boiler - back plate in starboard wing combustion chamber,
a small crack found at the bottom of the knuckle - crack was cut out for a length of
3" and E.W., afterwards examined under steam and found tight.

6 screw stay nuts - renewed (Port Aft Boiler - 3 and Port Forward Boiler - 3).

5 screw stays - renewed (Starboard Aft Boiler - 3 and Centre Aft Boiler - 2).

The feed check valve seats of all main boilers - renewed.

Other minor repairs and adjustments effected.

S.R.L.:- Main Engine (Port Side) M.P. cylinder, cover and liner renewed and diameter
of new M.P. cylinder is same as original (45 $\frac{1}{4}$ ").

Marks on the New Cylinder, Cover and Liner are as follows:-

CYLINDER

: LLOYD'S No. 7712. :
: W.T. 10.5 KGS :
: S.S. 2-8-40, LR :
:

COVER

: LLOYD'S No. 7712. :
: W.T. 10.5 KGS. :
: S.S. 2-8-40, LR :
:

LINER

: LLOYD'S No. 7712. :
: W.T. 10.5 KGS. :
: S.S. 11-6-40, LR :
:

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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