

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

Date of writing Report 7th July 1941

When handed in at Local Office

7/7/41

Port of

Kobe

No. in Reg. Book

Survey held at

Kobe

Date, First Survey

20/6/41

Last Survey

20/6

1941

(No. of Visits)

1

2655

on the Machinery of the ~~Kinokuni~~ ~~Iron~~ ~~Steel~~ ~~Ship~~ M/S "KINAI MARU"

Tonnage

Gross 8360

Net 5041

Vessel built at

Nagasaki

By whom

Mitsubishi Zosen Kaisha Ltd

When 1930, 6 mo.

Nominal Horse Power

11495 NHP

Engines made at

Nagasaki

By whom

Mitsubishi Zosen K.

When 1930

No. of Main Boilers

--

Owners

Osaka Syosen Kaisya

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Osaka

Voyage

No. of Donkey Boilers

1

Steam Pressure in Main Boilers

--

If Surveyed Afloat or in Dry Dock

Afloat

in Donkey Boilers 100 lbs.

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

CHARACTER.
* for Special Survey
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B. if any)*100A1 with free-board 11,39 2.41
Fitted for carrying oil 6,30 F.P. above 150°F. in Deep Tanks.

*LMC (CS) 11,39

1,39

TS (CL) 12,38

DBS 11,39-2.41

*Lloyd's

RMC 11,39-2.41

ssKob.No.3-3,36
ssKob.No.1-39.

CONTINUOUS SURVEY

Last Report No. 11740 Port Kobe

Particulars of Examination and Repairs (if any) PART *LMC (CS)

(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.)

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?

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

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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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?

Has shaft now been changed? 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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?

Yes, see below.

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

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

PARTS NOW EXAMINED:-

Main Engines:-

Cylinders, pistons, valves, gears and covers.

Port

Starboard

No. 4

Nos. 3 & 5.

Connecting rods and top ends.

No. 4

No. 5

Bottom ends.

No. 4

No. 5

Auxiliaries:-

No.1 (Starboard) auxiliary diesel engine - all working parts - complete.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine, starboard side, No.3 cylinder liner - renewed on account of being worn

(continued)

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in good

(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, B.M.S. 9, 11, *L.M.C. 9, 11, or *L.M.C. 120 lb., F.D., &c.)

Condition and eligible in my opinion, that the record of *LMC (C.S.) 11, 39. be retained with fresh under date when the survey has been further advanced.

Survey Fee (per Section 29) Yen : 30.00

Fees applied for

4/7 1941

Special Damage or Repair Fee (if any) £ :

Received by me,

Travelling expenses (if chargeable) £ :

19

Committee's Minute FRI 19 SEP 1941

Assigned As now

FRI 22 MAY 1942

OMIT CLASS ON RE-PRINT.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Port of Kobe

Continuation of Report No. 11851 dated 7th July 1941

on the "KINAI
MARU"

and the new liner marks are as follows:-

:	Lloyd's No.8080	W.T.P.	6 KGS.	F.I.	4-6-41	LR	:
---	-----------------	--------	--------	------	--------	----	---

Other minor repairs and adjustments effected. K. D.

C.P. advanced
a Cyfunder line renewed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Yours
16.9.41



© 2021

Lloyd's Register
Foundation