

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

(Received at London Office)

Date of writing Report 7th July 1941

When handed in at Local Office 7/71 1941

Port of Kobe

SEP 1941

No. in Reg. Book 77426

Survey held at Kobe

Date, First Survey 20/6/41

Last Survey 20/6 1941

(No. of Visits 1)

on the Machinery of the ~~Wood Iron or Steel~~ 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.)

No. of Donkey Boilers 1

Managers

Port Osaka Voyage

Steam Pressure in Main Boilers --

If Surveyed Afloat or in Dry Dock Afloat

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

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 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? --

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.

If 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 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

Special Damage or Repair Fee (if any) £ : 0.00

Travelling expenses (if chargeable) £ : 0.00

Fees applied for 4/7 1941 Received by me, 19

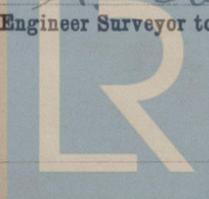
Committee's Minute FRI. 19 SEP 1941

Assigned Ad now

FRI. 22 MAY 1942

OMIT CLASS ON RE-PRINT.

K. Suedaya Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

- 9 SEP 1941

Rpt. 9a.

(2) (MACHINERY)

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. J.



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C.P. advanced  
A Certificate being renewed.

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

JRM  
16.9.41



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