

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

No. 2609

Date of writing Report 14th Nov. 1940 When handed in at Local Office 14th Nov. 1940 Port of SHIMONOSEKI

Survey held at SHIMONOSEKI Date, First Survey 23rd Oct. Last Survey 6th Nov. 1940
1935 on the Machinery of the ~~Kuretake Maru~~ Steel Single Screw Steamer "KURETAKE MARU" (No. of Visits 3)

Gross 5175 Vessel built at Port Glasgow By whom H. Duncan & Co. Ltd. Year. Month. 1925 5
 Net 3246 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1925
 Main Boilers 3 Boilers, when made (Main) 1925 (Donkey) / When 1925
 Owners Tatsuuma Kisei K.K. Owners' Address /
 Managers / (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both. Port Tarumi Voyage /
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. / Port /
 Particulars of Examination and Repairs (if any) Docking & LMC.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the details of any repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

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

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

Donkey " " " " /

Was not done, state for what reasons? /

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

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? /

Latest date of internal examination of each boiler 23rd October 1940.

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

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

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

Has shaft now been drawn and examined? No. 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 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? /

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 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes Is electric light and/or power fitted? Yes

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

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

One:-Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

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

The Steam pipe (steel) were tested by hydraulic pressure to 2 times W.P.

Electric fittings examined as per Rules, megger tests carried out satisfactorily.

The 3 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 on the 6th November 1940.

P. T. O.

General Observations, Opinion, and Recommendation:—

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 CS 9, 11.

Machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of L.M.C. 11-40.

Fees applied for 9. 11. 40
 Received by me, /

Committee's Minute THURS. 9 JAN 1941
 Signed L.M.C. 11. 40

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010056-010066-0367

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

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

S.S. "KURETAKE MARU"

Repairs due to wear & tear:-

H.P. slide valve renewed.
Ballast pump:- all piston rods and water buckets renewed.
Donkey feed pump:- water cylinder liner renewed.
Fore end plate lower flange corners of Port & Centre Boilers found grooved,
grooves cut out and electrically welded.
Other minor repairs and adjustment effected.

mm.

Not held.

It is submitted that
this vessel is eligible for
THE RECORD. *Value 1140*

RA
8/14



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