

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

(Received at London Office - 9 SEP 1941)

Date of writing Report 8th July 41 When handed in at Local Office 8/7/41 Port of Kobe

No. in Survey held at Kobe Date, First Survey 27/5/41 Last Survey 20/6/41 (No. of Visits 3)

7485 on the Machinery of the ~~Kondokoro~~ Steel M/S "KINUGASA MARU"

Displacement { Gross 8407 Net 5020 Vessel built at Kobe By whom Kawasaki Dockyard Co.Ld. When 1936, 3 mo.

Indicated Horse Power { 1850NHP Engines made at Kobe By whom Kawasaki Dockyard Co.Ld. When 1936

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1936

No. of Donkey Boilers 1 Owners Kokusai Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure -- Managers -- Port Tokyo Voyage --

No. of Main Boilers -- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Mitsubishi Dock.

No. of Donkey Boilers 100 lbs.

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC (CS), TS, DBS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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.

Where 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 --

Has 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? Yes.

Where this 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? --

What is the latest date of internal examination of each boiler? June 1941.

What is the present condition of funnel(s)? Good.

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? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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? Yes.

Has the screw shaft now been drawn and examined? Yes 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? --

Has the 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? --

What is the date of examination of Screw Shaft? June 1941 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

**WORK DONE:-** Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail Shaft with continuous liner examined and found in good condition.

The following parts of machinery opened up, examined and found in good condition:-

**PARTS NOW EXAMINED FOR \*LMC (CS):-**

**Main Diesel Engine:-**

Nos. 3 & 7 cylinders, pistons, valves, covers and gears.

Nos. 3 & 7 connecting rods, top and bottom ends.

Nos. 3, 4, 8 & 9 crankshaft journals.

Thrust and intermediate shaftings. (Continued)

**General Observations, Opinion, and Recommendation:-** The Machinery and Boiler of this

(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. 140 lb., F.D., &c.)

Vessel are in good condition and eligible in our opinion to be continued as classed **\*LMC**

(C.S.) **4. 40** be retained with fresh under date **6. 41.** D.B.S. **6. 41.** and Tail Shaft

(L) seen **5,41.**

Survey Fee (per Section 29) Yen 155.00 Fees applied for 8/7 1941

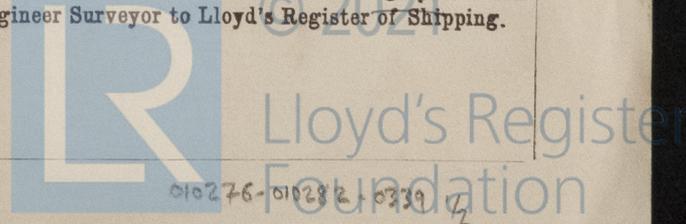
Special Damage or Repair Fee (if any) X Received by me, 19

Printing expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 19 SEP 1941

Signed C.S. 6. 41 D.S. 6. 41

*M. Kawakami* & *T. Ebukuro*  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Auxiliaries:-

No. 2 air compressor.

No. 2 outboard sea water cooling pump.

Main bilge pump.

The one Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

Oil burning instrument examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Bottom half of lignum vitae bush renewed.

Minor repairs and adjustment effected.

*hmc.*



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Lloyd's Register  
Foundation

9339 2/2

OTS dec 4.41 Sked

It is submitted that  
this vessel is eligible for  
**THE RECORD.** ABS 6.41

It is submitted that  
this vessel is eligible for fresh  
RECORD of Survey  
6.41 for the oil engines.

Yours  
16.9.41

P. 6.41

