

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 to 41 Port of Kobe  
No. in Survey held at Kobe Date, First Survey 27/5/41 Last Survey 20/6 41  
7485 on the Machinery of the ~~Kondokoro~~ Steel M/S "KINUGASA MARU" (No. of Visits 3)  
Gross 8407 Vessel built at Kobe By whom Kawasaki Dockyard Co.Ld. When 1936, 3 mo.  
Net 5020 Engines made at Kobe By whom Kawasaki Dockyard Co.Ld. When 1936  
Nominal 1850NHP Boilers, when made (Main) (Donkey) 1936  
orse Power }  
of Main Boilers -- Owners Kokusai Kisen K.K. Owners' Address  
of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)  
eam Pressure -- Port Tokyo Voyage  
n Main Boilers -- If Surveyed Afloat or in Dry Dock Both  
n Donkey Boilers 100 lbs. (State name of Dock.) Mitsubishi Dock.

ast Report No. Port  
Particulars of Examination and Repairs (if any) LMC (CS), TS, DBS.  
Periodical Surveys, when held, must be reported in detail and in the terms of the Rules. State clearly the  
use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
ides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
ates and initials of any letters respecting this case.  
damage cases where the Surveyor has not made a special damage report he is required to state whether he  
ffered his services for this purpose, and why they were declined  
as a damage report made by anyone else? If so, by whom?  
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
Donkey Yes.  
his 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  
urveyor to assure himself of the thorough efficiency of those parts of each Boiler?  
e latest date of internal examination of each boiler June 1941. Present condition of funnel(s) Good.  
the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.  
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.  
the Surveyor examine the drain plugs of the Main Boilers? Yes.  
the Surveyor examine all the mountings of the Main Boilers? Yes.  
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?  
shaft now been changed? If so, state reasons  
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?  
e date of examination of Screw Shaft June 1941 State the distance between Hignum vital 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?  
the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?  
e Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not Complete.

W DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell  
stenings, 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:-

RTS 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)

neral 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.E.M.S. 9,11, L.M.C. 9,11, or  
L.M.C. 140 lb., F.D., &c.)  
essel 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.

y Fee (per Section 29) Yen 155.00 Fees applied for 8/7 19 41  
l Damage or Repair Fee (if any) X  
(per Section 29.)  
ling expenses (if chargeable) (See Hull Report)  
Received by me, 19  
nmittee's Minute  
igned C.S. 6. 41  
D.B.S. 6. 41  
FRI. 19 SEP 1941  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation



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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9339 2/2



OTS due 4.41 shed

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.

Thur

16.9.41

P. 6.41



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