

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

(Received at London Office)

Date of writing Report 10/1/41 When handed in at Local Office 10 January 1941 Port of Kobe.  
 No. in Reg. Book. 77485 Survey held at Kobe. Date, First Survey 27/12/40 Last Survey 8/1/1941.  
 on the Machinery of the ~~Wooden~~ Steel M.S. "KINUGASA MARU". (No. of Visits Two)  
 Tonnage { Gross 8407 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1936 3mo.  
 Net 5020 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1936.  
 Nominal Horse Power 1850 NHP Boilers, when made (Main) -- (Donkey) 1936.  
 No. of Main Boilers -- Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address --  
 No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers -- Port Tokyo. Voyage --  
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.  
 (State name of Dock.)

Last Report No. PortParticulars 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? --

" " Donkey " " " " --

If this was not done, state for what reasons? Not submitted for survey at this time.

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? 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 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 of stern bush and top of after bearing of screw shaft 4.2 m/m.

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

Is electric light and power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below).

Yes.

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

Yes.

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, and shell fastenings of sea connections examined and found in good condition.

Following parts opened up for survey, examined and found in good condition.

Scavenging pump:- Cylinder, piston, valves and cover.

Forward Inboard Dynamo Engine:- All parts.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as now

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

seen, is in good condition and eligible, in our opinion, to be continued as classed, 4. 40. be retained with fresh under date when the survey has been further advanced.

L.M.C. (G.S.)

Survey Fee (per Section 29) Yen 30:00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) Yen 5:00

Fees applied for 9/1/1941

Received by me, 19

Committee's Minute DUE 11 MAR 1941

Signed As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



CS

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

Ym  
7.3.41

Notice of Arrival of Vessels, &c. of Engines and Boilers



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