

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

23 JAN 1952

Writing Report 7th Jan., 1952 When handed in at Local Office 19 Port of KOBE
 Survey held at Kobe Date. First Survey 7th Oct., Last Survey 11th Nov., 1951
 (No. of Visits 11)

on the Machinery of the ~~XXXXXXX~~ Steel S.S. "KIZAN MARU" ex "QUERIMBA"

Gross 7883.98 Vessel built at Sunderland By whom W. Gray & Co., Ltd. Year. Month. When 1925 3
 Net 4752.08 Engines made at Hpl. By whom Cen. Mar. Eng. Wks. W. When ---
 r { 933 Boilers, when made (Main) --- (Donkey) ---
 Owners Miyachi Kisen K.K. Owners' Address Kobe, Japan.
 (if not already recorded in Appendix to Register Book.)
 Boilers 5 Managers --- Port Kobe Voyage ---
 Key Boilers --- If Surveyed Afloat or in Dry Dock Both
 sure --- (State name of Dock.) Kawasaki Dock
 Boilers 225 lbs
 y Boilers ---

Port No. Port

rs of Examination and Repairs (if any) LMC & Conversion to O.F. Burning

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 ails, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 amage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 d in the body of the report, should be briefly summarised at the end of the report. State also the dates and
 ny letters respecting this case

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

e report made by anyone else? If so, by whom? ---

eyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

" Donkey " " None

for what reasons. --- What parts of the Boilers could not be thus thoroughly examined? ---

means, in the absence of internal examination, were adopted by the }
 o assure himself of the thorough efficiency of those parts of each Boiler? { ---

date of internal examination of each boiler. --- Present condition of funnel(s) Good

eyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 225

eyor examine the Safety Valves of the Donkey Boilers? --- To what pressure were they afterwards adjusted under steam? ---

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

eyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boilers? ---

eyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ---

w shaft now been drawn and examined? No Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---

w been changed? --- If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

ed oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft. --- State the wear down in the

h 3.2 mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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

NE:- Ship placed in dry dock, propeller, aft end of stern bush, sea connections and valves with
 their shell fastenings, examined and found in good condition.

All cylinders, pistons, slide valves and rods, crank thrust and intermediate shafting,
 pumps and condensers (tested), valves, cocks, pipes and strainers of the pumping arrange-
 ments and bilge system, bilge injection valve opened up, examined and found or now placed
 in good condition.

The 3 main boilers examined internally and externally with doors, mountings, fastenings,
 and safety valves and found in good condition. Safety valves adjusted under steam as
 stated above. All main steam pipes tested in place to double the boiler working pressure
 and found in good condition. Electrical equipment examined and tested as required by the
 Rules and found in good condition.

s due to Wear & Tear:- Alignment of main engine cylinders. L.P. bottom steam port slightly
 fractured, and stiffened by 3-1 inch stiffener bolts.

:- L.P. astern eccentric rod examined and found now in efficient condition. The Owners now
 ordered new rod.

Observations, Opinion, and Recommendation:-

P.T.O.

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
 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or
 140 lb., FD, &c.)

CS 3.34

The Machinery of this vessel is in good condition and eligible in our opinion to remain as now
 d with fresh record of LMC 11.51 and to have the notation of fitted with O.F. 11.51. F.P.
 150°F when the Rule requirements have been completed also subject to L.P. cylinder bottom
 port of main engine being specially examined by the end of November, and L.P. astern eccentric
 being examined at next Special Survey.

(per Section 20) £90,720-

ic equipment £12,100-

ersion to O.F. Burning £45,000-

expenses (if chargeable) £2,000-

ee's Minute

Sunday attend. £5,250-

Fees applied for

19

Received by me,

19

R. Tabuchi & J. Noromura
 Engineer Surveyor to Lloyd's Register of Shipping.

30 APR 1952

+ LMC. 11.51 Subject (amended)

CERTIFICATE WRITTEN.

010294-010294-0173

Lloyd's Register
 Foundation

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

Kobe (1 Cert. in duplicate)

Conversion to O.F. Burning:- Oil fuel burning system now installed instead of coal burning. Two oil fuel burning units (one steam driven, another motor driven), and piping newly fitted as per Rules and Approved plan.

The installations were tested to the Rules requirement and found satisfactory except heated oil fuel pipes. Steam heating coils fitted at this time to Nos. 1,2,3,6, & 7 Fuel oil tanks and new F.O. settling tanks and tested as per Rules. Existing ash ejector pump changed as oil transfer pump.

Plans, as fitted, of oil fuel and steam piping appended hereto.

Interim Certificate and test Certificate of oil fuel burning units also appended.

Steam smothering installations, water service pumps and hose, and three 8 Ltr. foam type extinguishers arranged in boiler room and tried satisfactory. Deck control valves in way of settling tanks, oil fuel pumps and steam smothering system examined and tested and found good. Uptake dampers of the boilers now removed. Oil fuel burning system examined under full working condition and found satisfactory.

To complete the conversion to O.F. burning the following are to be dealt with:-

1. Heated oil fuel pipes are to be reinstalled as per Rule.
2. Gutterway is to be fitted in boiler room.

Interim Certificate issued, copy attached hereto.



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