

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

(Received at London Office)

24 JUN 1941

Date of writing Report 9th April, 1941. When handed in at Local Office 9th April, 1941. Port of **YOKOHAMA**

No. in Reg. Book 77761 Survey held at **YOKOHAMA** Date, First Survey 24th Mar. Last Survey 8th April, 1941. (No. of Visits Three)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "KOTOHIRA MARU"

Tonnage: Gross 6101, Net 4485. Vessel built at Innoshima By whom Osaka Iron Works Ltd. When 1918-6

Nominal Horse Power 553. Engines made at Osaka By whom Osaka Iron Works Ltd. When 1918

No. of Main Boilers 3SB. Boilers, when made (Main) 1918 (Donkey) x

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

Steam Pressure in Main Boilers 180 lbs. Managers x. Port Kobe Voyage x

in Donkey Boilers x. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 11649 Port **Yokohama**  
Particulars of Examination and Repairs (if any) **Mach. repair.**

(Periodical Surveys, when held, must be reported in detail and seriatim 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? **X**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **X**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **X**

If this was not done, state for what reasons?

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

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? 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 or bearing metal of stern bush and top of after bearing of screw shaft

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

So, 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?

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

Work done:- Main engine MP cylinder slide valve casing examined and found its starboard side corner of slide valve face to be cracked vertically in a range of about 1300 m/m.

Recommended:- The MP cylinder slide valve casing to be renewed before the end of September, 1941.

Temporarily repaired:- Chain studs 3/4" dia fitted in way of crack and afterwards cut off their heads and caulked. Steel plate patch with a thickness 3/8" fitted over it from outside with tap bolts 5/8" dia, and by steel plates and angles fitted on top and bottom flanges of the casing, the cracked part was jointed and fastened vertically and fore and aft.

After completion of the temporary repair the engine was examined under full working condition and the repairs found in a good order.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in

(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. 0,11, L.M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

is in good working condition and eligible in my opinion to remain as classed with the record of LMC 9-40,

as recommended, subject to main engine MP cylinder slide valve casing being renewed before the end

of September, 1941.

Survey Fee (per Section 29) £ x Fees applied for 9-4-1941

Special Damage or Repair Fee (if any) (per Section 29.) £ 80.00 Received by me, 12-4-1941

Travelling expenses (if chargeable) £ 4.00

Committee's Minute TUE. 1 JUL 1941 Assigned As now Subject

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 8-10,40		LMC 9-40 TS(CI) 7-38
ssKob.No.3-9,29		
ssKob.No.2-39		

*Survey confined to below*

*M. K. Kishigami*  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation  
010369-010377-0152

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

20m. 7.38. - Transfer Ink. (MADE AND PRINTED IN GREAT BRITAIN)

S.S. "KOTOHIRA MARU".

It was further recommended that the repaired part should be specially watched during voyage and the new casting be prepared for its replacing in the earliest opportunity before the end of September, 1941.

Interim Certificate issued - copy attached.

One blue print of repair sketch attached herewith.

*Handwritten text, possibly a signature or date, written diagonally across the page.*

LLOYD'S REGISTER OF SHIPPING



© 2021

Lloyd's Register  
Foundation