

Rpt. 9.

No. 11855

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

(Received at London Office 9 SEP 1941)

Date of writing Report 7/7/41. When handed in at Local Office 7/7/41. Port of Kobe.

No. in Reg. Book. Survey held at Kobe. Date, First Survey 27/5/41 Last Survey 15/6/41. (No. of Visits Three.)

77720 on the Machinery of the ~~Woodhouse~~ Steel M.S. "KORYU MARU".

Gross 6680 Net 4768 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1931 12mo.

Nominal Horse Power 747 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1931.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1931.

No. of Donkey Boilers 1 Owners Hiroumi Shoji Kabushiki Kaisha. Owners' Address (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers -- Managers Port Kobe. Voyage

Weight in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port

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

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.

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 --

as 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 " " " Yes.

this was not done, state for what reasons? --

did what parts of the Boilers could not be thus thoroughly examined? --

so 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? --

date latest date of internal examination of each boiler June, 1941. 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.

is 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? No

is shaft now been changed? No If so, state reasons --

is 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? --

date date of examination of Screw Shaft June, 1941 State the distance between lignum vitae ~~of stern bush~~ of stern bush and top of after bearing of screw shaft 3.5 m/m.

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes., see below.

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

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, 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.

Main and auxiliary engines opened up for survey as follows, examined and found or now placed in good condition.

Main Engine:-

Nos. 4 & 5 cylinders, pistons, valves, gears, covers, connecting rods and top and bottom ends.

All crank shaft journals.

Thrust and Intermediate shafting. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and Donkey 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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

vessel, so far as now seen, are in good condition and eligible, in our opinion, to be continued as classed, ~~L.M.C. (G.L.)~~ 5, 40 be retained with fresh undre date 6. 41. B.S. 6. 41.

and Tail Shaft (CL) seen 6, 41.

Survey Fee (per Section 29) Yen 155:00 Fees applied for 3/7/41

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

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 19 SEP 1941

Assigned C. 6. 41 S. 6. 41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010369 - 010377 - 0186 1/2

-9 SEP 1941

Starboard Forward dynamo engine - all parts.

Turbo blower.

Fore piston cooling pump.

Aft jacket cooling pump.

Outboard lubricating oil pump.

Fore oil fuel transfer pump.

Bilge pump.

General service pump.

Steering pump.

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

The oil burning installation for donkey boiler examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine No.5 piston renewed on account of wear in way of packing ring landing.

All (3) cylinder liners of starboard forward dynamo engine renewed due to wear.

Other minor repairs and adjustments effected.

JS + F.I.



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Lloyd's Register
Foundation

DBS due 5.41 Held
C.S. advanced. Apiston renewed

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

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

HR
17.9.41

S. 6.41

