

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

(Received at London Office

OCT 12 1940

Writing Report 8/8/1940. When handed in at Local Office 9 Aug. 1940 Port of Kobe.

Survey held at Tama. Date, First Survey 29/6/40 Last Survey 17/7/1940.  
(No. of Visits Three.)

on the Machinery of the ~~Port of Kobe~~ Steel S/S "KISO MARU".

Gross 4071  
Net 2927 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1920 6mo.

er } 350 NHP Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1920.  
n Boilers 2 SB Boilers, when made (Main) 1920. (Donkey) --

Key Boilers -- Owners Syoyo Syosen Kab. Kaisya. Owners' Address  
ssure— 200 lbs. Managers -- (if not already recorded in Appendix to Register Book.)  
Boilers -- Port Kobe. Voyage --

ay Boilers -- If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Tama Dock.

Report No. PortParticulars of Examination and Repairs (if any) LMC & TS.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he

his services for this purpose, and why they were declined --

Damage report made by anyone else? If so, by whom? Dam. Report - declined.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" Donkey " " "

not done, state for what reasons? --

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

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

date of internal examination of each boiler July 1940.

Present condition of funnel?

Good

Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 200 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? --

To what pressure were they afterwards adjusted under steam? --

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers? --

Surveyor examine the drain plugs of the Main Boilers? --

, and of the Donkey Boiler? --

Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler? --

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.

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

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? --

of examination of Screw Shaft July 1940 State the distance between lignum vitae or ~~wooden~~ of stern bush and top of after bearing of screw shaft Close fit.

Is electric light fitted. YES.  
Complete.

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

DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell  
enings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting,

enser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves  
found or now placed in good condition. Safety valves adjusted under steam as stated above.

IRS OF PROPELLER due to damage stated caused by striking the fender of the wharf on the 24th  
uary 1940. (Place not stated).

4 Bronze loose bladed built up propeller.

1 blade bent at following edge (2½" x 3'-0") ----- faired in place.

1 blade bent at leading edge (1" x 4'-0") ----- faired in place. (P.T.O.).

ral Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel

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

in good condition and eligible, in my opinion, to be continued as classed with fresh record of

1.6. 7. 40. and Tail Shaft (CL) seen 7.40.

Fee (per Section 29) Yen 270:00

Damage or Repair Fee (if any) ---

(per Section 29.)

ing expenses (if chargeable) (See Hull Report).

Fees applied for  
5/8/1940.

Received by me,  
19

mittee's Minute

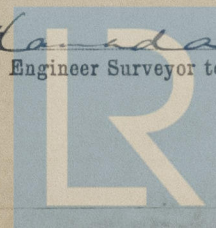
FRID 1 NOV 1940

igned

+ Lmb. 7.40

CERTIFICATE WRITER

Engineer Surveyor to Lloyd's Register of Shipping.



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DAMAGE REPAIRS:- (Cont.)

Boss cement partly fallen and 1 fitting stud nut slacked - nut tightened up and cement renewed.

REPAIRS DUE TO WEAR AND TEAR:-

Stern tube bush lower half - re-wooded.

Main Engine, L.P. bottom end brasses - remetalled.

2 smoke tubes of boiler - renewed.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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