

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 ~~Wood Iron or~~ Steel S/S "KISO MARU".

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

Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1920.

Boilers, when made (Main) 1920. (Donkey) --

Owners Syoyo Syosen Kab. Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Kobe. Voyage

Key Boilers -- Managers

Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tama Dock.

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

Report No. _____ Port _____

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

Special 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 Surveyor 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.

Shaft 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? --

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

Is electric light fitted? YES. Complete. Complete.

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

DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shellings 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, condenser, 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.

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

4 Bronze loose bladed built up propeller.
1 blade bent at following edge (2 1/2" x 3'-0") ----- faired in place.
1 blade bent at leading edge (1" x 4'-0") ----- faired in place. (P.T.O.).

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel are 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 Fees applied for 5/8/1940.

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

Expenses (if chargeable) (See Hull Report). 19 _____ Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRID 1 NOV 1940

Signed Handa 7.40

CERTIFICATE WRITER



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

Is a Certificate required? If so, to be sent to _____

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. bot tom end brasses - remetalled.

2 smoke tubes of boiler - renewed.

7/2

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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