

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

(Received at London Office - 7 AUG 1941)

Date of writing Report 13th June 1941 When handed in at Local Office 19 Port of Kobe  
 No. in Reg. Book. 7762 Survey held at Tama Date, First Survey 24/6/41 Last Survey 11/6/1941  
 on the Machinery of the ~~XXXXXX~~ Steel M/S "KOTOKU MARU" (No. of Visits 3)  
 Gross 6702 Vessel built at Nagasaki By whom Mitsubishi Jukogyo K.K. When 1937, 5 mo.  
 Net 4863 Engines made at Nagasaki By whom Mitsubishi Jukogyo K.K. When 1937.  
 Nominal Horse Power 1839 NHP Boilers, when made (Main) -- (Donkey) 1937  
 No. of Main Boilers -- Owners Hiroumi Syozi K.K. Owners' Address --  
 No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)  
 Steam Pressure -- Port Osaka Voyage --  
 No. Main Boilers -- If Surveyed Afloat or in Dry Dock Both  
 No. Donkey Boilers 121 lbs. (State name of Dock.)

Particulars of Examination and Repairs (if any) LMC, DBS & SRL.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 repairs 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.

Where 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?

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

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

Where this was not done, state for what reasons?

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

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?

What is the 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? 121 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.

Has the 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 the 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? --

What is the date of examination of Screw Shaft? -- State the distance between lignum vitae of bearing block of stern bush and top of after bearing of screw shaft 3 m/m

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

Where the 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. Propellers, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Main and Auxiliary Engines opened up for survey as follows, examined and found or now placed in good condition:-

PARTS NOW EXAMINED for Completion of LMC(CS):-

Main Engine:- Nos. 3 & 6 cylinders, pistons, valves, gears, covers, connecting rods and top and bottom ends.

All (8) crankshaft journals.

Thrust and Intermediate shafts.

Nos. 1, 2, 5 & 6 scavenge pumps. (P.T.O.)

General Observations, Opinion, and Recommendation:- The Machinery and Boiler of this vessel

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.)

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

LMC (C.S.) 6.41 and D.B.S. 6.41.

Fee (per Section 29) Yen 120.00 Fees applied for 13/6 1941

Special Damage or Repair Fee (if any) Yen 120.00

(Electrical Survey)

Selling expenses (if chargeable) £

(See Hull Report)

Committee's Minute

Signed +dmb CS 6.41

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Engineer Surveyor to Lloyd's Register of Shipping.

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

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

Engineer Surveyor to Lloyd's Register of Shipping.

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SS No. 1 due 5.45 last week as CS 1.38,

now completed.

DBS held.

Cylinder cover renewed.

It is submitted that

this vessel is eligible for

THE RECORD. + L.M.C.S. 6.41.

6.41

DBS 6.41.

L.M.C.

16/8/41.

For RMC No. 1 (Starboard Forward)

generator examined

6.41.

Rpt. 9a.

Port of

Kobe.

Continuation of Report No. 832 dated 13th June 1941.

on the "KOTOKU MARU"

No. 1 (Starboard Forward) Dynamo Engine - all parts.

Aft auxiliary compressor.

Emergency compressor.

Forward L.P. air receiver.

Auxiliary L.P. air receiver.

Aft jacket cooling pump.

Fore lubricating oil pump.

Lubricating oil transfer pump.

Oil fuel transfer pump.

Outboard oil fuel settling tank.

Oil fuel tanks for dynamos and donkey boiler.

Outboard feed pump.

General service pump.

Piping and pumping arrangements examined and found in good condition.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The oil fuel installation for Donkey Boiler examined under working condition and found in order.

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.

Steam piping examined and found in good condition.

S.R.L.:- L.M.C. (CS) Completed the Cycle.

#### REPAIRS DUE TO WEAR AND TEAR:-

Main engine No. 3 top cylinder cover renewed due to crack at starting valve pocket on the combustion side.



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Lloyd's Register

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