

DUPLICATE

No. 11632

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

(Received at London Office MAY 2 1941)

Date of writing Report 10/10/1940. When handed in at Local Office 11<sup>th</sup> Oct 1940 Port of Kobe.

No. in Reg. Book 27942 Survey held at Tama. Date, First Survey 12/9/40 Last Survey 9/10/1940. (No. of Visits Four.)

on the Machinery of the ~~Hook, Iron~~ Steel S/S "KOYO MARU".

Tonnage } Gross 5471 Vessel built at Uraga. By whom Uraga Dock Co. Ltd. When 1919 6mo.  
Net 3287

Nominal Horse Power } 513 NHP Engines made at Uraga. By whom Uraga Dock Co. Ltd. When 1919.

No. of Main Boilers 3 SB Boilers, when made (Main) 1919. (Donkey) --

No. of Donkey Boilers -- Owners Toyo Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 200 lbs Managers Port Yokohama Voyage

in Donkey Boilers -- if Surveyed Afloat or in Dry Dock Both Tama Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. LMC Port LMC

Particulars of Examination and Repairs (if any) LMC

(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? --

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

" " Donkey " " " " --

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 September, 1940. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes. 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? Yes. and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? No 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 ~~of stern bush~~ of stern bush and top of after bearing of screw shaft 7/32".

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

If so, 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.

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed 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 steam pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam pipes were annealed before testing.

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 3 Main Boilers were examined over all parts with doors, mountings and safety valves (P.T.O.)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers 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.&M.S. 9,11, L.M.C. 9,11, or

LMC 140 lb., E.D., &c.)

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

LMC 10, 40.

Survey Fee (per Section 29) Yen :240:00 Fees applied for 10/10/1940

Electrical Survey Yen 40:00

Travelling expenses (if chargeable) (See Hull Report) Received by me, 19

Committee's Minute FRI. 16 MAY 1941

Assigned 10.40

Engineer Surveyor to Lloyd's Register of Shipping.



010369-010377-0283 1/2

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

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

The Surveyors are requested not to write on or below the space for Committee's Minutes.

and found or now placed in good condition. Safety valves adjusted under steam as stated above.

NOTE:- Oil fuel burning installation has now been removed. It is recommended the notation be deleted.

REPAIRS DUE TO WEAR AND TEAR:-

- H.P. & M.P. piston packing rings - renewed.
- H.P. crosshead pins skimmed up and upper brasses - re-metalled.
- H.P. crank pin brasses - re-metalled.
- H.P. valve casing rebored and valve rings - renewed.
- Dynamo engine cylinder rebored and piston rings - renewed.
- Steering engine worm wheel - renewed.
- 350 condenser tubes - renewed.
- 37 small stays and 5 stay tubes in boilers - renewed.
- Centre combustion back plates in port and starboard boilers - partly renewed.
- About 300 feet of lead covered electric cable - renewed.
- Other minor repairs and adjustments carried out. *J.R.*

*No 2 held*  
*FILE RECORD*  
*June 10/40*  
*MA*  
*T.L.B.*