

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

(Received at London Office 7 AUG 1941)

Date of writing Report 30th May 41 When handed in at Local Office 30/5 41 Port of Kobe
No. in Survey held at Kobe Date, First Survey 8/5/41 Last Survey 20/5 1941
77660 on the Machinery of the ~~Ward~~ Harima Steel M/S "KONGO MARU" (No. of Visits 3)

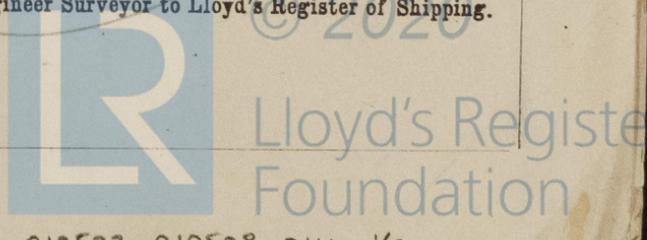
Gross 8624 Net 5111 Vessel built at Harima By whom Harima S.B. & Eng. Co. Ltd. When 1935, 2 mo.
Engines made at Harima Kobe By whom Kawasaki Dock Co. Ltd. When 1935
Boilers, when made (Main) --- (Donkey) 1935
Owners Kokusai Kisen K.K. Owners' Address Tokyo Voyage ---
Managers ---
If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Mitsubishi Dock

Particulars of Examination and Repairs (if any) PART LMC(CS), DBS & TS.
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
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.
Has 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
If 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? ---
Latest date of internal examination of each boiler May 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
Has 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.
Has shaft now been changed? No. 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? ---
Date of examination of Screw Shaft May, 1941. State the distance between lignum vitae ~~of stern bush~~ and top of after bearing of screw shaft Good Fit.
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. (As/Rept).
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes.
If survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

DONE:- Vessel placed in dry dock, propeller, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.
Tail Shafts with continuous liner, examined and found or now placed in good condition.
The following parts of Machinery opened up, examined and found or now placed in good condition:-
Main Engine:- Nos. 4 & 7 cylinders, pistons, valves, gears and covers.
Nos. 4 & 7 connecting rods and top ends.
Nos. 4 & 7 bottom ends.
Nos. 4, 5 & 8 crankshaft journals.
(P.T.O.)

General Observations, Opinion, and Recommendation:- The Machinery and Donkey Boiler of this vessel are in good condition and eligible in my opinion to be continued as classed, the record of L.M.C. (C.S.) 3, 39. be retained with fresh under date 5, 41. D.B.S. 5, 41. and Main Shaft (CL) seen 5,41.
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, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or CS 3,34,
Fees applied for 20/5 1941
Received by me, 19
Engineer Surveyor to Lloyd's Register of Shipping.

Fee (per Section 29) Yen : 205.00
Damage or Repair Fee (if any) ---
Printing expenses (if chargeable) (See Hull Report)
Committee's Minute TUE. 19 AUG 1941
Signed 5.41
5.41
5.41



Thrust Shaft.

Nos. 2, 6, 7 & 13 intermediate shaft bearings.

No.2 (Port Forward Inboard) Auxiliary Engine - complete.

No.2 (Starboard) compressor - complete.

No.1 (Fore) starting air receiver - internally.

Pumps:-

Fresh water cooling pump.

After Sea water cooling pump.

Port service sea water pump.

Starboard lubricating oil transfer pump.

Starboard oil fuel transfer pump.

After donkey boiler feed pump.

Donkey boiler oil fuel Unit pumps (Both).

Bilge pump.

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

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine: No.3 bottom cylinder liner, renewed on account of wear.

Mark:- : LLOYD'S NO. 4078 LR :
:W.T.P. 70 Kg. 29-10-34:

No.1 Auxiliary Diesel Engine: No.3 cylinder liner, renewed.

Mark:- : LLOYD'S NO. 7939 :
:W.T.P. 75 Kg. 18-3-41 LR:

No.2 Auxiliary Diesel Engine:- No.4 cylinder liner, renewed.

Mark:- : LLOYD'S NO. 7938⁹ :
:W.T.P. 75 Kg. 19-3-41 LR:

The working propeller removed and placed on board as spare and a set of new propeller with boss has now been fitted, at the owners' request.

Marks of Blades:- H 589, H 482, H 569 and H 616

with : LLOYD'S NO. 4276 :
: 21-10-34 CM LR :

Bottom half of lignum vitae stern bush renewed.

Other minor repairs and adjustments effected. *J.M.C.*

Propeller some of guide lines changed
of advanced D.B. held

MS 541
A. 541

this one is a copy of the
REC
of the engines

DA
18/8/41