

## Report of Survey for Repairs, &amp;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 to 41 Port of Kobe  
 No. in 77660 Survey held at Kobe Date, First Survey 8/5/41 Last Survey 20/5 1941  
 on the Machinery of the ~~Worshipful~~ Steel M/S "KONGO MARU" (No. of Visits 3)

Gross 8624 Vessel built at Harima By whom Harima S.B. & Eng. Co. Ltd. When 1935, 2 mo.  
 Net 5111 Engines made at Harima Kobe By whom Kawasaki Dry Dock Co. Ltd. When 1935  
 Principal Power 2115 NHP Boilers, when made (Main) --- (Donkey) 1935  
 of Main Boilers --- Owners Kokusai Kisen K.K. Owners' Address ---  
 of Donkey Boilers 1 Managers --- (if not already recorded in Appendix to Register Book.)  
 Main Pressure 100 lbs If Surveyed Afloat or in Dry Dock Both Port Tokyo Voyage ---  
 Donkey Boilers --- (State name of Dock.) Mitsubishi Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACTER.  
 Date of last Survey and of Periodical Surveys.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 \*100A1 with free-board 6,40.  
 LMC (CS) 3,39 6,40  
 TS (CL) 5,38  
 Carrying cargo oil F.P. above 150°F. in deep tanks. DBS 6.40  
 ssKob. No. 1-39.

st Report No. --- Port ---  
 Particulars of Examination and Repairs (if any) PART LMC (CS). DBS & TS.

Periodical Surveys, when held, must be reported in detail and verbatim 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 items 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? ---

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

Was a damage report made by anyone else? If so, by whom? ---

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.

Is Survey 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

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 L.M.C. 140 lb., F.D., &c.)

Steel 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

Shaft (CL) seen 5,41.

Fee (per Section 29) Yen : 205.00 Fees applied for 20/5 1941

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

Other expenses (if chargeable) (See Hull Report) 19

Committee's Minute TUE. 19 AUG 1941

Signed 5.41

5.41 5.41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



- 7 AUG 1941

on the "KONGO  
MARU"

## Thrust Shaft.

Nos. 2, 6, 7 &amp; 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. 7938<sup>9</sup> :  
: 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. *mm*

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Cladonox D. Sheld.  
Propeller some of guide lines changed

MS 541  
1541

541

DA

18/5/41



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