

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

(Received at London Office)

JUN -6 1940

Date of writing Report: 18th April 40 When handed in at Local Office: 18th April 40 Port of SHIMONOSEKI.

No. in Reg. Book. 27452 Survey held at MOJI and SHIMONOSEKI Date, First Survey 8th April Last Survey 16th April 19 40 (No. of Visits 2)

on the Machinery of the ~~Wood Iron~~ Steel Sing.Sc.Steamer "K E I H U K U M A R U" Year. Month.

Tonnage { Gross 5833 Net 4242 Vessel built at Kobe By whom Kawasaki Dkyd Co.Ld. When 1919 1

Nominal Horse Power 436 Engines made at Kobe By whom Kawasaki Dkyd Co.Ld. When 1919

No. of Main Boilers 2 Boilers, when made (Main) 1919 (Donkey) Aux. 1919

No. of Donkey Boilers 1 Owners Daiko Syosen K.K. Owners' Address (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs Managers Yamashita Kusun K.K. Port Takamatsu Voyage /

in Donkey Boilers " If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. / Port / Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys. Year assigned now or required. Machinery and Boiler Surveys (including date of N.E., if any).

\*IOOAI Awng dk with freebd 2-39 \*LMC 9-36 BS 2-39

ssYka.No.3-11,31 TS(CL)10-37

ssKob.No.1-36

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?

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

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? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , 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? , and of the Donkey Boilers?

Has 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 shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Now Done:- Delivery valve box of Weirs' feed pump, found cracked and renewed at this time. New valve box was hydraulically tested and found sound and tight.

Note:- As the vessel is under special circumstances, the boiler survey could not be held at this time, but the survey will be held in about next May or June.

General Observations, Opinion, and Recommendation:-

(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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 17. 4. 19 40

Special Damage or Repair Fee (if any) £ 30:00 Received by me, 19

Travelling expenses (if chargeable) £ : : Committee's Minute Assigned

Stamp: JUN 21 1940 Defered

Signature: M. Lamakura Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation 010526-010536-0148

10m. 6.38. - Transfer Ink. MADE IN ENGLAND. The Surveyors are requested to write on or below the space for Committee's Minute.

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

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