

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

(Received at London Office)

APR 25 1941

Date of writing Report 25/2/41 When handed in at Local Office 25th Feb 1941 Port of Kobe.

No. in Survey held at Harima. Date, First Survey 5/2/41 Last Survey 22/2/1941.

7194 on the Machinery of the ~~Wooden~~ Steel M.S. "KASII MARU" (No. of Visits Three.)

Gross 8408 Net 5024 Vessel built at Harima. By whom Harima S.B. & E. Co. Ltd. When 1936 4mo.

Engines made at Kobe. By whom Kobe Steel Works, Ltd. When 1936.

Boilers, when made (Main) -- (Donkey) 1936.

Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Tokyo. Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Harima Dock.

Donkey Boilers 100 lbs.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Part Report No. Port PART LMC (CS) & DBS.

Particulars of Examination and Repairs (if any) DBS.

Special Surveys, when held, must be reported in detail and seriatim 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 sides 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.

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 --

Is 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.

When 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? February, 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 the 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 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 or ~~lignum vitae~~ of stern bush and top of after bearing of screw shaft 4 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, See below.

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

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

WORK DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

The following main and auxiliary engines were opened out, examined, found or now placed in good condition.

Main Engine:-

Nos. 3 & 6 cylinders, pistons, valves, gears and covers.

Nos. 3, 4 & 6 crank shaft journals.

Thrust shaft.

Intermediate shafts.

(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, B.S. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 110 lb., F.D., &c.)

vessel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as

classified with fresh record of **D.B.S. 2, 41** now and **L.M.C. (G.S.) 2, 40** be retained with fresh

under date **2, 41** when the survey has been further advanced.

Survey Fee (per Section 29) Yen 100:00 Fees applied for 24/2/1941

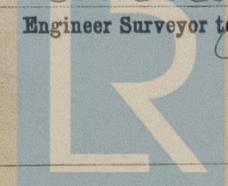
Special Damage or Repair Fee (if any) -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI, 16 MAY 1941

Assigned D.B.S. 2-41

K. Lakshaya
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010526-010536-0194 1/2

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

OIL ENGINE CONTINUOUS SURVEY

Report of Survey for Repairs, etc., of Engines and Boilers

Rpt. 9a.

(2) (Machinery)

Port of Kobe.

Continuation of Report No. 11742 dated 25/2/41

on the

"KASII MARU"

Auxiliaries:-

No.1 (Port Forward) auxiliary diesel engine - complete.

Forward Inboard motor driven air compressor - complete.

Pumps:-

No.2 (Port Inboard) lubricating oil service pump.

No.2 (Starboard Outboard) fresh water cooling pump.

Bilge pump.

No.2 (Starboard Aft) donkey boiler feed pump.

Port service (sea water and fresh water) combined pump.

Tank etc:-

Port fuel oil head tank for main engine - internally.

No.1 (Forward) fresh water re-cooler - internally.

The 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.

The oil fuel installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

No.1 (Port Forward) auxiliary diesel engine No.6 cylinder piston renewed on account of fracture and new marks as follows:-

: LLOYD'S No.4470, 30-8-35, LR, C.M. :
: W.T.P. 75 KGS. :

Other minor repairs and adjustments effected. *K.S.*

Clarence

St. John

19/5/41

W.A.

19/5/41



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