

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 25th Sept. 51 (Received at London Office) When handed in at Local Office 19 Port of KOBE

No in Reg. Book 35620(s) Survey held at Kasadoshima Date First Survey 23rd Aug. Last Survey 9th Sept. 19 51 No. of Visits 3

75392 on the Machinery of the ~~Wood~~ Steel S.S. "KINUGASA MARU" ex "SAN ANTHONY"

Tonnage Gross 4971.21 Vessel built at Stockton By whom Ropner S.B. & Rpg.Co. (Stockton) Ld. Year. Month. Net 2951.70 Engines made at Stockton When 1924 11 Nominal Horse Power 4271 HP Boilers, when made (Main) By whom Blair & Co.Ld. (Donkey) When Owners Hashimoto Kisen K.K. Owners' Address No. 46 Imazaika-Machi Nishinomiya-shi (if not already recorded in Appendix to Register Book.) Port Nishinomiya Voyage Managers Innoshima Dock If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) B.S. & Part Mach. (S.R.L.)

(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 through examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes Part externally Donkey boiler not to be used.

If not, 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?

State latest date of internal examination of each boiler. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? No 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? No

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? No

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 29th Aug. 1951 State the wear down in the stern bush 1/32 Is electric light and/or power fitted? 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? Engine parts, when referred to by numbers, should be counted from forward.

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

Now Done:- Vessel placed in drydock. Propeller, aft end of stern bush, outside fastening of sea connections examined and found or now placed in good condition. T.S.- Screw shaft with continuous liner examined and found in good condition. B.S.- The 3 main boilers examined overall parts with doors mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above. Oil fuel and steam smothering installations tested under working conditions, fuel tank valves deck control gear and oil discharge pipes between pumps and furnaces generally examined and found in good condition. Wear & Tear Repairs:- Stern tube bush lower half rewooded, one main engine driven feed pump plunger renewed. Several boiler tubes renewed. Oil Fuel Conversion:- of No.5 D.B. Tank. No.5 D.B. tank has now been converted for oil fuel or ballast, the necessary alteration to the pumping arrangements have been made and locally approved plan is enclosed for the information of the Committee. (See also Ship Report) S.R.L.- Donkey boiler is not in working condition. Main engine driven feed pump base specially examined and found in good condition and this might be removed from the S.R.L.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.) The machinery and boilers of this ship, so far as now seen are in good condition and eligible in our opinion that the record of BS 9-51 and TS-(CS) seen 8-51, subject to donkey boiler not to be used be made in the Register Book.

Survey Fee (per Section 29) Boiler £24,000- Tail Shaft £7,000- Special Damage or Repair Fee (if any) (per Section 29.) £ Travelling expenses (if chargeable) £ 8,500- Fees applied for 19 Received by me, 19

L. Williams for Seizo Y. Hamada Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES 27 NOV 1951 Assigned BS 9,51 subject S. 8,51



W1085-0015

(The Surveyors are requested not 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