

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

(Received at London Office 24 JUL 1936)

Date of writing Report 29th June 36 When handed in at Local Office 29th June 1936 Port of NAGASAKI.  
 No. in Reg. Book. Survey held at HIKOSHIMA. Date, First Survey 17th June Last Survey 26th June 1936  
27669 on the Machinery of the ~~Yokohama~~ Steel Screw Steamer "KANSEISHI MARU" (No. of Visits 3)  
 Tonnage { Gross 4805 Vessel built at Osaka By whom Osaka Iron Works When 1929 4mo  
 Net 2731 Engines made at Osaka By whom Osaka Iron Works When 1929  
 Nominal Horse Power { 346 Boilers, when made (Main) 1929 (Donkey) /  
 of Main Boilers 2 Owners Dairen Kisen K.K. Owners' Address /  
 of Donkey Boilers / Managers / (if not already recorded in Appendix to Register Book.)  
 Main Pressure 200 lbs Port Dairen Voyage /  
 in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both.  
 in Donkey Boilers / (State name of Dock.) Mitsubishi Hikshima Dock.

Last Report No. Port

## Particulars of Examination and Repairs (if any)

Docking, L.M.C. &amp; T.S.

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 details 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? Yes

" " Donkey " " " /

Was this 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 latest date of internal examination of each boiler 17th June 1936

Present condition of funnel(s). Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

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? Yes

, and of the Donkey Boilers? /

Did the Surveyor examine the drain plugs of the Main Boilers? /

, and of the Donkey Boiler? /

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? /

Has screw shaft now been drawn and examined? Yes

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? Yes

Has 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 date of examination of Screw Shaft 17-6-1936

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 50/1000"

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

Is electric light and/or power fitted? Yes

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

Work Done:- Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail shaft without liner, examined and found in good condition.

All cylinders, pistons, valves & rods, crank, thrust & intermediate shafts, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 26th June 1936.

## Repairs due to wear &amp; tear:-

HP piston rod skimmed up and new neck & gland bushes fitted. Circulating pump impeller shaft built up by brazing in way of bearing.

## 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. 211, B.&M.S. 211, \*L.M.C. 211, or \*L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of \*L.M.C. 6.-'36, and "Tail shaft (OG) 6.-'36".

Survey Fee (per Section 29) £ 240:00

Fees applied for 29. 6. 1936

Received by me, 19

T. K. Kishida  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 5 AUG 1936

Assigned

+ dmb. 6. 36

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

W1314-0172



Engines & boilers exam.  
Screw shaft exam.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 6.76.  
S. 6.36.

L.N.  
30/7/36

RECORD OF ENGINES AND BOILERS



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