

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

(Received at London Office 9 SEP 1941)

Date of writing Report 12/7/ '41. When handed in at Local Office 12<sup>th</sup> July 1941 Port of Kobe.

No. in Reg. Book. 77121 Survey held at Kobe. Date, First Survey 28/6/ 1941. and Last Survey 28/6/ 1941. (No. of Visits One.)

on the Machinery of the ~~Iron~~ Steel M.S. "KANO MARU".

Tonnage { Gross 8572 Vessel built at Uruga. By whom Uruga Dock Co. Ltd. When 1934 Smo.  
 Net 5152

Nominal Horse Power { 2187 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1934.  
 Boilers, when made (Main) -- (Donkey) 1934.

No. of Main Boilers -- Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address --  
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers -- Port Afloat. Voyage --

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock --  
 (State name of Dock.)

in Donkey Boilers 100 lbs.

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) PART LMC(CS).

(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? Not submitted for survey at this time.

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 -- Present condition of funnel(s) --

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 --

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 vitae of bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

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 Not complete.

**NOW DONE:-** Vessel examined afloat.  
 Main Engine, No.2 cylinder, piston, valves and covers examined and found or now placed in good condition.

**REPAIRS DUE TO WEAR & TEAR:-**  
 Main Engine - No.2 cylinder liner renewed due to wear.

**General Observations, Opinion, and Recommendation:-** The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, that the machinery record be retained.

Survey Fee (per Section 29) Yen 30:00 Fees applied for 10/7/ 19 41

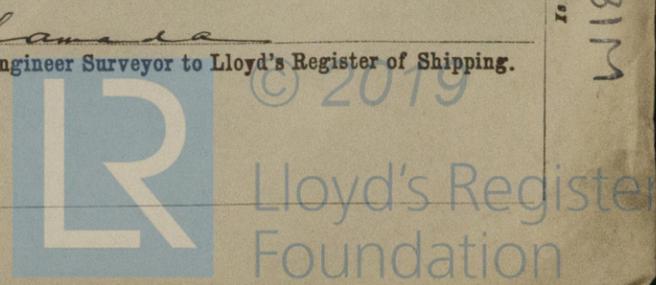
Special Damage or Repair Fee (if any) -- Received by me, --

Travelling expenses (if chargeable) £-- 19 --

Committee's Minute FRI. 26 SEP 1941

Assigned As now

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Amount of Survey	Machinery and Boiler Surveys (including date of N.B. if any)
*100AL 12,39 with freeboard	2.41	*LMC(CS) 9,38 12,39
		DBS 2.41 12,39
		TS(CL) 12,39
Carrying cargo oil F.P. above 150° F. in deep tanks.		
ssKob.No.1-36.		



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

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

W184-0123

C.S. advanced.  
A cylinder liner renewed.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

LH  
25/9/66.



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