

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

(Received at London Office 30 DEC 1927)

Date of writing Report 28/11/1927 When handed in at Local Office 19 Port of Kobe.

No. in Reg. Book 26043 Survey held at Tama. Date, First Survey 14/11/27 Last Survey 22/11/1927. (No. of Visits Four.)

on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "KASHIN MARU"

Tonnage { Gross 2428 Net 1425 Vessel built at Uno. By whom Mitsui Bussan Kaisha, Ltd. When 1920 9 mo.

Nominal Horse Power { 272 NHP Engines made at Uno. By whom Mitsui Bussan Kaisha, Ltd. When 1920.

No. of Main Boilers 2 SB Boilers, when made (Main) 1920. (Donkey) --

No. of Donkey Boilers -- Owners Hokkaido Tanko Kisen Kab. Kaisha Owners' Address (if not already recorded in Appendix to Register Book) Port Itosaki. Voyage --

Steam Pressure in Main Boilers 80 Lbs. Managers -- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) No. 1 Tama.

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

Particulars of Examination and Repairs (if any) LMC & TS

(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? Yes ssKob.No.1-24.

Do. " 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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 181 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 Boiler? --

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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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 the distance between lignum vitae or ~~brass~~ metal of stern bush and top of after bearing of screw shaft? 3/32".

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

**NOW DONE:**—Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail Shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and their faces and rods, crank, thrust and tunnel shafting, condenser, pumps and piping 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 all found or now placed in good condition. Safety valves adjusted under steam as stated above.

Minor repairs due to wear and tear carried out.

General Observations, Opinion, and Recommendation:—The machinery and boilers of this vessel

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

are in good condition and eligible in my opinion to be continued as classed with fresh record of

\*LMC 11-27 and T.S. (CL) 11-27.

Survey Fee (per Section 28) Yen 225.00 Fees applied for 26/11/1927

Special Damage or Repair Fee (if any) --

Travelling Expenses (if chargeable) (See Hull Report) -- Received by me, 19

Committee's Minute FRI. 6 JAN 1928

Assigned + dmb 11.27

CERTIFICATE WRITTEN.

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W675-0063

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

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

B.L. due 11.27. Held screw shaft  
machinery also examined

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 11.27

S. 11.27

*[Handwritten signature]*  
3/128

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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