

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

(Received at London Office 28 DEC 1934)

Date of writing Report 3/12/34 to 34. When handed in at Local Office Dec. 11<sup>th</sup> 1934 Port of Kobe.  
No. in Survey held at Tama. Date, First Survey 21/11/34 Last Survey 26/11/1934.  
(No. of Visits Three.)

**79455** on the Machinery of the ~~Steel~~ Steel **M.S. "KOYASAN MARU"**.  
Fonnage { Gross 1998  
Net 1135 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1927 3mo.  
Engines made at Copenhagen. By whom Akt Burmeister & Wain. When 1927.  
Nominal Horse Power 224 NHP Boilers, when made (Main) -- (Donkey) 1927.  
No. of Main Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address --  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers -- Port Kobe Voyage --  
Steam Pressure in Main Boilers --  
If Surveyed Afloat or in Dry Dock Dry Dock.  
in Donkey Boilers 80 lbs. (State name of Dock.) Tama Dock.

Last Report No. -- Port -- PART LMC(CS), TS & DBS

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

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 sides 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.

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? --

Do, " " Donkey " " " " Yes (Nov. 1934)

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? --

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? 80 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 Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes (Nov. 1934) 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? --

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 11,33		*LMC(CS) 11,33
		DBS 11,33
		TS(CL) 10,32
ssKob.No.1-31.		CONTINUOUS SURV

**WORK 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.

**MAIN ENGINE:-** Nos. 2, 5 & 6 cylinders, pistons, covers, valves and valve gears, connecting rods, top and bottom brasses and crank pins, and Nos. 3, 4, 6, 7 & 8 crank shaft journals, thrust and intermediate shafting examined and found in good condition.

One (aftermost) main engine injection air bottle examined internally and found in good condition.

Ballast pump, jacket cooling water pump, bilge and sanitary pump and lubricating oil pump and associated piping and pumping arrangements examined and found in good condition.

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. P.T.O.

**General Observations, Opinion, and Recommendation:** The machinery and boiler 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., F.D., &c.) are in good condition and eligible, in my opinion, to be continued as classed with fresh record of LMC(CS) 11,34, DBS 11,34 and tail shaft (CL) seen 11,34.

Survey Fee (per Section 28) Yen 150:00 Fees applied for 29/11/1934  
Special Damage or Repair Fee (if any) --  
(per Section 28.) (See Hull Report). Received by me, 19

Committee's Minute TUE. 8 JAN 1935  
Assigned Lomb CS. 11.34  
DBS 11.34

Received by me, 19  
M. Kamakura, Assist. Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
w/681-0138

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

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

*M.K.*

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register Foundation