

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

(Received at London Office)

17 JUL 1941

Date of writing Report 30th April 19 41

When handed in at Local Office 30th April 19 41

Port of SHIMONOSEKI

No. in Reg. Book. Survey held at KASADOSIMA

Date, First Survey 11th April Last Survey 24th April 19 41

(No. of Visits 3)

77535 on the Machinery of the ~~Harukaze~~ Steel Single Sc. Steamer "K I Z A N M A R U".Tonnage Gross 5072
Net 3798

Vessel built at Port Glasgow

By whom R. Duncan & Co. Ltd.

When 1918 5

Nominal Horse Power 538

Engines made at Greenock

By whom J.G. Kincaid & Co. Ltd.

When 1918

No. of Main Boilers 3

Boilers, when made (Main)

1918

(Donkey)

No. of Donkey Boilers /

Managers /

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Kobe

Voyage

Steam Pressure in Main Boilers 180 lbs

If Surveyed Afloat or in Dry Dock Both.

(State name of Dock.) Kasado Dock

in Donkey Boilers /

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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

(Periodical Surveys, when held, must be reported in detail and serially 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

" " 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? /

State latest date of internal examination of each boiler 11th April 1941.

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? 180 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 Boilers? /

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

, and of the Donkey Boilers? /

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? /

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 date of examination of Screw Shaft 11-4-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit

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 Complete.

Now Done:- Vessel placed in dry dock, propeller, stern bush, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.

Tail shaft with continuous liner, examined and found in good condition.

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

The 3 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 24th April 1941.

Repairs due to wear & tear:- Bottom halves of Nos. 1 & 2 main bearing remated.
Nos. 4.5 & 6 ptumner block remated.
114 boiler tubes renewed. Other repairs of a minor nature effected.

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. 2, 11, E.&M.S. 2, 11, & L.M.C. 2, 11, 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 LMC 4-41 and "Tail shaft (CL) seen 4.-'41".

Survey Fee (per Section 29) £ 260:00

Fees applied for 30. 4. 19 41

Special Damage or Repair Fee (if any) £

Received by me, 19

Travelling expenses (if chargeable) See Hull Rpt.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 8 AUG 1941

Assigned + L.M.C. 4-41

Ex. examined

It is submitted that
this vessel is eligible for

THE RECORD. *tdm 4.41*

4.41

ISA

24/7/41



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