

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

(Received at London Office 4 DEC 1941)

Date of writing Report 25/8/41 When handed in at Local Office 3rd Sept 1941 Port of Kobe

No. in Reg. Book 77129 Survey held at Kobe Date, First Survey 22/7/41 Last Survey 6/8 1941
 on the Machinery of the ~~Ward~~ Steel M/S "KANTO MARU" (No. of Visits 3)

Tonnage } Gross 8607 Vessel built at Yokohama By whom Yokohama Dock Co. Ltd. When 1930, 9 mo.
 Net 5188 Engines made at Yokohama By whom Yokohama Dock Co. Ltd. When 1930

Nominal Horse Power 2350 NHP Boilers, when made (Main) --- (Donkey) 1930

No. of Main Boilers --- Owners Harada Kisen K.K. Owners' Address ---
 No. of Donkey Boilers 1 Managers --- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers --- Port --- Voyage ---
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock (State name of Dock.) ---

Last Report No. --- Port ---
 Particulars of Examination and Repairs (if any) PART *LMC(CS) TS AND BS.

(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 " " " " Yes

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 August 1941 Present condition of funnel(s) Good

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? 100 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 Boilers? ---

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

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? ---

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 Aug. 1941 State the distance between lignum vitae --- of stern bush and top of after bearing of screw shaft Close fit. 4, 84.7

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, see below.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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 placed in dry dock, P & S propellers, stern bushes, sea cocks and valves with their shell fastenings, examined and found in good condition.

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

PARTS NOW EXAMINED FOR *LMC(CS):-

Port Main Engine:-

All cylinders, pistons, valves, gears and covers.

All crankshaft journals.

Starboard Main Engine:-

All cylinders, pistons, valves, gears and covers.

(Continued)

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, *L.M.C. 9,11, or *L.M.C. 110 lb., F.D., &c.)

are in good condition and eligible in my opinion, that the record of ***LMC (C.S.) 11.38.**

be retained with fresh under date when the survey has been further advanced, and **D.B.S. 8.41.**

Port and Starboard Tail Shafts (CL) seen 8,41.

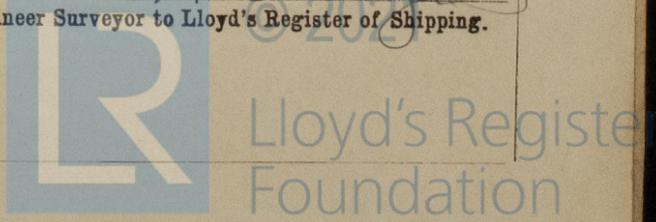
Survey Fee (per Section 29) 105/- Fees applied for 20/8 1941

Special Damage or Repair Fee (if any) --- Received by me, U. Arima & K. Takedaya

Travelling expenses (if chargeable) (See Hull Rep't.) --- 19 --- Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 19 DEC 1941

Assigned D.S. 8.41



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

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

Nos. 1, 2, 3 & 6 connecting rods and their top and bottom ends.

Nos. 3, 4, 5 & 8 crankshaft journals.

Auxiliaries:-

No. 1 (Starboard) and No. 3 (Port) auxiliary oil engines:- Complete.

No. 2 (Aft) auxiliary air compressor.

No. 1 (Starboard) auxiliary air compressor.

No. 2 (Outer) sea water cooling pump.

No. 1 (Fore) feed water pump.

Fire and General Service pump.

Steering pump.

The one 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.

REPAIRS DUE TO WEAR AND TEAR:-

Port Tail Shaft, stern bush, bottom half re-wooded.

Main Engine:- Port side, No.6 cylinder liner - renewed on account of being worn and the new liner marks are as follows:-

Top	- LLOYD'S NO.7970	W.T.P.	80 KGS.	F.I.	4-4-41	LR
Bottom	- LLOYD'S NO.7970	W.T.P.	80 KGS.	F.I.	4-4-41	LR

Auxiliaries:-

No.1 (S) Auxiliary diesel engine, No.1 cylinder liner - renewed on account of being worn and new liner marks are as follows:-

No.1	---	LLOYD'S NO.7887	W.T.P.	75 KGS.	F.I.	14-1-41	LR
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Other minor repairs and adjustments effected. K.P.

D. L. Held
Chartered.

1 main cylinder removed
(Am.)

It is submitted that
this vessel is eligible
THE RECORD.

DA 8841
Prot 8841

Invoice Port of Spain by 1841
Start " "

DA
16/12/41

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