

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

No. 22

23 MAY 1929

(Received at London Office)

Date of writing Report 23rd April 1929 When handed in at Local Office 19 Port of Kakodai

No. in Reg. Book Survey held at Kakodai Date, First Survey 3rd April Last Survey 22nd April 1929 (No. of Visits 3)

79552 on the Machinery of the Wood, Iron or Steel Screw Steamer Kissun Maru No 2

Tonnage { Gross 2336
Net 1412

Vessel built at Shimonoseki By whom Togata Medit When 1906-10

Nominal Horse Power 196 Engines made at By whom

No. of Main Boilers 256 Boilers, when made (Main) 1906 (Donkey)

No. of Donkey Boilers 1 Owners Makura Kien K.K. Owners' Address Marinacho Kobe

Steam Pressure in Main Boilers 170 lbs Managers Port Kakodai Voyage Coasting

in Donkey Boilers 170 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.) Kakodai D.D.

Last Report No. Port

Particulars of Examination and Repairs (if any) 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 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?

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?

To what pressure were they afterwards adjusted under steam? 173 lbs Max

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 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?

, 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? Yes

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 bearing metal of stern bush and top of after bearing of screw shaft? Approx. half lignum vitae bush measured 1/4"

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

Now done: Screw shaft in dry dock, screw propeller and its fastenings found in good condition. Sail shaft drawn and examined, found in good condition, stern gland packing renewed. Sea connections all opened, examined and then fastenings found all in good condition. Cylinders, pistons, rings, slide valves, cranks, crossheads, main bearings, thrust & journal shaftings, pump & pump bearings, examined and found all in good condition. Condenser tubes all drawn out, cleaned, tested and placed in good order. (Condenser tubes under such requirement & found in good condition). Two main boilers together with their doors, safety valves & mountings were examined all over & now placed in good condition. Safety valves adjusted under steam 173 lbs Max as before.

Repairs: H.P. mp. L.P. piston packing rings renewed & adjusted. H.P. piston rod skinned up, make gland bush renewed & center line adjusted. L.P. crank & cross 1 set. H.P. crank & cross top half white metal renewed & fixed up. Main feed pump plunger skinned up, neck & gland bush renewed. Condenser tube screw gland 230 renewed. Centrifugal pump piston packing ring renewed. Main bearing white metal examined (Continued)

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. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery and boilers of the vessel are in good safe working condition and eligible in my opinion to remain as classed with port regard 7 L.M.C. 4-29 & Sail shaft (CL) 2004 4-29, subject to donkey boiler not being used

Survey Fee (per Section 25) £105.00

Special Damage or Repair Fee (per Section 25) £

Travelling Expenses (if chargeable) £

Fees applied for

23rd April 1929

Received by me,

19

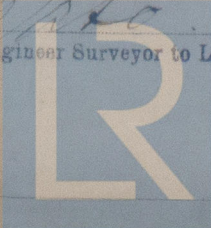
Committee's Minute 7 JUN 1929

Assigned L.M.C. 4-29 subject

TUE. 27 MAY 1930

FRI. 74 JUL 1930

CERTIFICATE WRITTEN



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Lloyd's Register Foundation

W611-0045

Main boiler: port M.B.: port wing back and plate flanged part 2 slight cracks E.W. repaired.
Center furnace Crown slight cracks 1 part repaired, star^{board} M.B.: star^{board} wing furnace
deformed (1 1/2 in) from nos. 1 from port) towards aft, jacked up and all placed in good
Condition. star^{board} side (Engine room side) shell butt strap edge E.W. repaired
1-3". Main stop valve seat renewed & other minor repairs effected.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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