

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

(Received at London Office - 7 AUG 1941)

to of writing Report 28/4/1941. When handed in at Local Office 6<sup>th</sup> May 1941 Port of Kobe.

Survey held at Kobe. Date, First Survey 18/3/41 Last Survey 7/4/1941.  
(No. of Visits Four.)

on the Machinery of the Kodokoro Steel T.M.S. "HOKUROKU MARU".

age { Gross 8360 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1930 lmo.  
Net 5045 Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1930.  
Main Boilers 1495 NHP Boilers, when made (Main) -- (Donkey) 1930.  
Donkey Boilers 1 Owners Osaka Syosen Kabusiki Kaisya. Owners' Address --  
(if not already recorded in Appendix to Register Book.)  
Main Boilers -- Managers -- Port Osaka. Voyage --  
If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Mitsubishi Dock.  
Donkey Boilers 100 lbs.

Report No. Port COMPLETION OF LMC (CS) & DBS.

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and verbatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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.

a damage report made by anyone else? If so, by whom? --

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

Donkey " " " " Yes.

was 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? --

latest date of internal examination of each boiler March, 1941.

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

he Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? Yes.

he Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

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

screw shaft now been drawn and examined? No 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? --

shaft now been changed? -- If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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? P. 4.0 m/m. S. 4.8 m/m.

date of examination of Screw Shaft -- State the distance between lignum vitae -- Is electric light and power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Yes.

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

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

DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and

ves with their shell fastenings examined and found in good condition.

The main and auxiliary engines were opened up as follows, examined and found or now

aced in good condition.

PORT MAIN ENGINE:-

Nos.3 & 5 cylinders, pistons, valves, gears and covers.

Nos.1, 2 & 3 crank shaft journals.

Thrust shaft.

Intermediate shafts.

(P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this

(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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or

essel are in good condition and eligible, in our opinion, to be continued as classed with fresh

ord of L.M.C. (C.S.) 4, 41. and D.B.S. 4, 41.

Survey Fee (per Section 24) Yen 110:00 Fees applied for 7/4/1941

Electrical Survey Yen 140:00 Received by me, 15/4/1941

Travelling expenses (if chargeable) (See Hull Report)

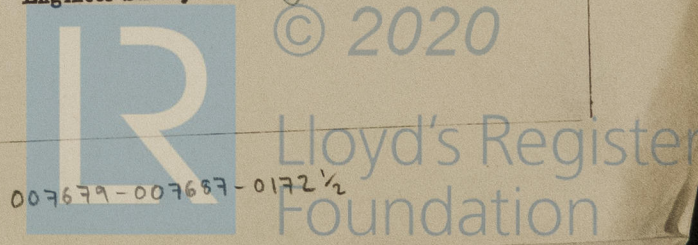
Committee's Minute TUE. 26 AUG 1941

Assigned L.M.C. C.S. 4, 41

2,39

D.B.S. 4, 41

N.A. K. Davedayas Engineer Surveyor to Lloyd's Register of Shipping.



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



- 7 AUG 1941

Port of Kobe.

Continuation of Report No. 11783 dated

28/4/41

on the

"HOKUROKU  
MARU"Starboard Main Engine:-

No.4 cylinder, pistons, valves, gears and covers.

Nos.4, 5 &amp; 6 connecting rods and top ends.

Nos.2, 4 &amp; 5 bottom ends.

Nos.4, 6, 7 &amp; 8 crankshaft journals.

Thrust shaft.

Intermediate shafts.

Main air compressor:- crank pin and journal.

AUXILIARIES:-

Port Forward (No.2) auxiliary diesel engine - complete.

No.4 (Starboard) and spare H.P. air bottles - internally.

Starting air receiver for auxiliary engine - internally.

Nos.1 &amp; 2 fuel oil service tanks for donkey boiler - internally.

No.2 (Port) turbo blower.

No.2 fuel oil settling tank - internally.

Pumping arrangements examined and found in good condition.

Steam pipes were examined in place and found in good condition.

Electric installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

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.

The oil fuel pump opened out examined and found in good order. The oil fuel tank valves, pipes and control for oil fuel burning installation and fire extinguishing apparatus examined and found in good condition. The installation afterwards examined under working conditions and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected. K.2



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LS No 1 dec 1st 1841 *now completed*  
on machinery.

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

+ *Leve. Co 4.41. Commenced. 137*  
*2.39*

*Obs. 4.41*

*Mus*

*22.8.41*



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