

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

14 DEC 1953

of writing Report 16th Oct. 19 53 When handed in at Local Office 19 Port of Yokohama

Survey held at Yokohama Date First Survey 12th Oct. 53. Last Survey 13th Nov. 19 53
(No. of Visits 6)on the Machinery of the ~~Wobbe~~ ~~1144~~ ~~of~~ ~~Steel~~ S.S. "HIKOSAN MARU"

Gross 6363 Vessel built at Yokosuka By whom Uraga Dock Co., Ltd., Year 1951 Month 11
 Net 3637 Engines made at Tokyo By whom Ishikawajima Jukogyo K.K. When -
 per Rule 960 Boilers, when made (Main) - (Donkey) -
 Main Boilers 2 Owners Nakano Kisen K.K. Owners' Address Tokyo
 (if not already recorded in Appendix to Register Book.)
 Donkey Boilers - Managers - Port - Voyage -
 Pressure - If Surveyed Afloat or in Dry Dock Both
 Main Boilers 285 lbs (Spt) (State name of Dock.) Uraga Dock
 Donkey Boilers -

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

HULL

MACHINERY

* 100A1

* LMC 11.51

Carrying oil fuel
F.P. above 150° F
in deep tanksFitted for oil fuel
11.51 F.P. above
150° F

WTB.

Report No. Port Particulars of Examination and Repairs (if any) Dkg. BS. TS. & Repairs

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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. Not required

Damage report made by anyone else? If so, by whom? -

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

" Donkey " " " " " " "

State for what reasons? - What parts of the Boilers could not be thus thoroughly examined? -

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 P & S 14-10-53

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 20.5kg/cm² Spt. 19.9kg/cm²

Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

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

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

Screw shaft now been drawn and examined? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? -

Shaft now been changed? No. If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 6-11-53 State the wear down in the

bush 2.2 mm Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

DONE:-

WORKING: Vessel placed in dry dock, the propeller, after end of stern bush the sea connections with their fastenings lined.

CL: Screw shaft drawn and examined.

Damage to propeller blades stated to have been sustained due to striking submerged object on the 2nd
 ber 1953 whilst on voyage from Kobe to Nagoya.

Upon examination found one propeller blade partly missing approximately 4" at the tip, and other three
 blades bent afterwards approximately 1/2" to 2" at the tips. The propeller removed to the shop and one fractured blade re-
 placed by spare and the others heated and faired at this time. New propeller blade identified:- Lloyd's No. Y2309-5,
 B 21-11-51.

Screw shaft removed to the shop and specially examined on the lathe, alignment checked, tested by
 deflux method and found in order.

Key on screw shaft found slightly slack at astern side, this was renewed at this time. P.T.O.

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, etc.)

The machinery of this vessel so far as now seen, is in a good and efficient condition and eligible in my opinion
 remain as now classed with fresh record of BS 11.53 TSCL 11.53 and without condition regarding the Stbd. main
 and check valve chest and port aux. check valve chest.

TS ¥ 8,000.-

B.S. ¥ 28,000.-

Repairs ¥ 10,000.-

Damage or Repair Fee (if any) £ : : (per Section 23.)

Billing expenses (if chargeable) ¥ 5,000.-

Fees applied for, DEC 7 1953

Received by me, 19

THURSDAY - 7 JAN 1954

As per without spl condition

5 11, 53

BS 11, 53

2021
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

008773-008777-0034

BS: The two Boilers opened up and examined throughout including all mountings, manholes, doors, superheaters, economizers and air heaters etc., afterwards examined under steam and safety valve adjusted as stated.

Oil Fuel buring and steam smothering installations examined and found in order.

Auxiliaries:

The following opened up and examined in entirety.

Inboard Generator
Outboard Main Feed Pump
Circulating Pump
Bilge Pump
Outboard L.P. Pump

Repairs (Wear & Tear):-

Two steam inlet valves to superheaters (P & S) and one steam outlet valve from port superheater found to have blow holes inside of the valve bodies depth approximately 3 or 6 m/m and size approximately 3 x 8 m/m to 7 x 16 m/m, these were renewed at this time, identification marks are as follows:- Lloyd's No.Y4557-1, 2 and 3 YKA WTP 40 KGS RT 6-11-53

Certificate issued : copy attached.

Some other repairs of a minor nature effected at this time.

SRL:

Owner's Representative stated that Stbd. Main feed check valve chest and Port aux. check valve chest had been renewed on January 1953; and verified at this time.

Identification Marks are as follows:-

LLLOYD'S TEST
No.MDC 395-1.2
W.T.P. 50 kgs
KT LR. 16-12-52

Handwritten signature



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