

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

(Received at London Office)

Date of writing Report 29th March, 1941. When handed in at Local Office 29th March, 1941. Port of YOKOHAMA
No. in Survey held at HAKODATE Date, First Survey and Last Survey 17th Mar. 1941.
5911 on the Machinery of the Wood, Iron or Steel Sc.M.S. "HINODE MARU" (No. of Visits One)

tonnage { Gross 321 Vessel built at Tama By whom Mitsui Bussan K.K. When 1930-2
Net 129 Engines made at Amsterdam By whom Kromhout Motorenfab. When 1930
Nominal Horse Power 175 Boilers, when made (Main) (Donkey) X
No. of Main Boilers X Owners Teikoku Senpaku K.K. Owners' Address X
No. of Donkey Boilers X Managers The Rising Sun Petroleum Co. Ltd. Port Yokohama. Voyage X
Steam Pressure in Main Boilers X If Surveyed Afloat or in Dry Dock Slipway.
in Donkey Boilers X (State name of Dock.) Hamodate Dock.

Last Report No. Port
Particulars of Examination and Repairs (if any) LMC(M) & TS

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 X

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? X

" " Donkey " " " X

If this was not done, state for what reasons? X

And what parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler X

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? X , and of the Donkey Boilers? X

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? X

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

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft 17-3-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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 on a slipway, propeller, stern bush, sea cocks and 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.

Main engine all (4 cylinders) cylinders, covers, valves, & gears, pistons, gudgeon pins, connecting rods, all crank pins, journals and main bearings, thrust shafting, reversing gears, intermediate shafting and bearings and all pumps examined.

One - 15 K.W. generating engine (hot bulk eng.) and One - 3 K.W. generating engine (hot bulk eng.) examined throughout. One - Main air compressor (Reavell type & driven by Main engine) and one independent air compressor (Reavell type driven by hot bulk engine) examined throughout. Continued.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of LMC (M) 3-41, and tail shaft (CI) seen 3-41.

condition and eligible in my opinion to be continued as classed with fresh record of LMC (M) 3-41, and tail shaft (CI) seen 3-41.

Survey Fee (per Section 29) £ 120.00 Fees applied for 26-3-1941
Special Damage or Repair Fee (if any) £ X Received by me, 1-4-1941
Travelling expenses (if chargeable) £ 31.00

Committee's Minute
Assigned FRI. 27 JUN 1941
+ dmb (m) 3. 41

Engineer Surveyor to Lloyd's Register of Shipping.

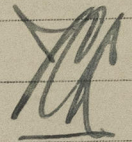
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Se.M.S. "HINODE MARU".Now done:- (continued)

Two air bottles for main and one small air bottle for auxiliary (not opened up) examined under air pressure to 600 lbs. per square inch and 16 Kg/cm² respectively.

One F.O. storage tank for main and one small F.O. tank for auxiliary and I.O. tank tested under head of oil.

Interim Certificate issued - copy attached.



Mod Survey held

It is submitted that
this vessel is eligible for
THE RECORD

to be (as) 241

S241

25/11

24/6/21



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