Rpt. 9. No. 71076.

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

(Received at London Office) 16 JUN 1941

Date of writing Report 29th March, 1941. When handed in at Local Office 29th March, 1941. Port of YOKOHAMA

No. in Reg. Book. 5911 — Survey held at HAKODATE — Date, First Survey and Last Survey 17th Mar. 1941. (No. of Visits One)

on the Machinery of the ~~Wood, Iron or~~ Steel Sc.M.S. "HINODE MARU"

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 Motorenfb.	When 1930
Nominal Horse Power	175	Boilers, when made (Main)	x	(Donkey) x	
No. of Main Boilers	x	Owners	Teikoku Senpaku K.K.	Owners' Address x (if not already recorded in Appendix to Register Book.)	
No. of Donkey Boilers	x	Managers	The Rising Sun Petroleum Co.Ld.	Port Yokohama.	Voyage x
Steam Pressure—in Main Boilers	x	If Surveyed Afloat or in Dry Dock (State name of Dock.)	Slipway. Hamodate Dock.		
in Donkey Boilers	x				

Last Report No. ______ Port ______

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100A1 Coasting Service Japan 3-40 ssOsa.No.2-39		✠ LMC 3-39 TS(CL) 2-38
Carrying Petroleum in bulk.		Oil Engines

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

Particulars of Examination and Repairs (if any) ✠ LMC(M) & TS

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 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 — Present condition of funnel(s) Good

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

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 vitæ 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?

If 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 continours 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 driveb by hot bulk engine) examined throughout.

Continued.

General Observations, Opinion, and Recommendation:— The macinery 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 (CL) seen 3-41.

(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 ✠ LMC CS 8,34, 140 lb., F.D., &c.)

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

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

K. Nishigami
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27 JUN 1941

Assigned + Lmc (M) 3.41

008839-008846-0207 1/2

Sc.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 sqaure inch and 16 Kg/cm^2 respectively.

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

Interim Certificate issued - copy attached.

Not Survey held

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

tolle(ee)(au) 3.41

S 3.41

GDA

24/6/41