

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

(Received at London Office

13 OCT 1939

Date of writing Report 4th Sept. 1939 When handed in at Local Office 4th Sept 1939 Port of SHIMONOSEKINo. in Reg. Book. 76040 Survey held at KASADOSIMA Date, First Survey and Last Survey 25th Aug 1939 (No. of Visits 1)on the Machinery of the ~~Wood, Lumber~~ Steel Motor Vessel "HINODE MARU"Tonnage { Gross 321 Vessel built at Tama By whom Mitsui Bussan K.K. When 1930 2
Net 129Engines made at Amsterdam By whom Kromhout Motorenfb. When 1930Nominal Horse Power { 175 Boilers, when made (Main) / (Donkey) /No. of Main Boilers / Owners Teikoku Senpaku K.K. Owners' Address / (if not already recorded in Appendix to Register Book.)No. of Donkey Boilers / Managers Rising Sun Petroleum Co. Port Yokohama Voyage /Steam Pressure in Main Boilers / If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Kasado Dock.

in Donkey Boilers /

Last Report No. / Port /

Particulars of Examination and Repairs (if any) Docking.

(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 /

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? /

" " 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? /

State latest date of internal examination of each boiler / Present condition of funnel(s) /

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

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 Boilers? /

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? / 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? /

Has 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? /

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 date of examination of Screw Shaft / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Not visible

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

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

Now Done:- Vessel placed in dry dock, propeller and out side fastenings examined, found in good condition.

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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to be continued as classed without fresh record.Survey Fee (per Section 29) £ : : Fee applied for
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, 19

Committee's Minute

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

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