

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

(Received at London Office)

9 - MAY 1941

Date of writing Report 24/3/41 to 41. When handed in at Local Office 27th Mar 1941. Port of Kobe.
 No. in Reg. Book 75367 Survey held at Osaka. Date, First Survey 21/2/41 Last Survey 7/3/1941.
 on the Machinery of the ~~Wood~~ Steel S/s "HAGUE MARU". (No. of Visits Three.)

Tonnage { Gross 5642
 Net 3452 Vessel built at Innoshima. By whom Osaka Iron Works, Ltd. When 1920 2mo.
 Engines made at Innoshima. By whom Osaka Iron Works Ltd. When 1920.
 Nominal Horse Power 559 NHP Boilers, when made (Main) 1920 (Donkey) --
 No. of Main Boilers 3 SB Owners Osaka Syosen Kabusiki Kaisya. Owners' Address Osaka.
 No. of Donkey Boilers -- Managers Osaka. Port Osaka. Voyage --
 Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both.
 in Donkey Boilers -- (State name of Dock.) Sakurajima Dock.

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER of Special Survey	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Survey (including date of N.B. if any)
*100A1	2,40	*LMC 2,40
		TS(CL) 2,39
Fitted for oil fuel 10,23		
F.P. above 150°F.		
ssOsa.No.3-12,31.		
ssOsa.No.2-40.		

Particulars of Examination and Repairs (if any) LMC.
 (Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes.

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

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 February, 1941. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes. and of the Donkey Boilers? --

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

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

Has 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? --

Has shaft now been changed? -- If so, state reasons --

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 ~~packing~~ metal of stern bush and top of after bearing of screw shaft 5 m/m.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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 in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:-

H.P. cylinder lined up, and piston packings - renewed.

H.P. & L.P. piston rods skimmed up and their neck bushes - renewed. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel (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.S.M.S. 9, 11, L.M.C. 9, 11, or *LMC 150 lb., F.D., &c.)

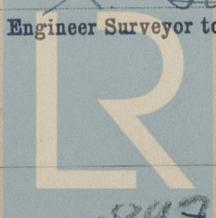
are in good condition and eligible, in my opinion, to be continued as classed with fresh record of ***LMC 3, 41** subject to oil fuel installation not to be used until examined.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 7/3/1941
 Special Damage or Repair Fee (if any) -- Received by me, 19/3/1941
 Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 20 MAY 1941
 Assigned 3.41

CERTIFICATE WRITTEN

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



Lloyd's Register of Shipping
 008973-008987-0051

*oil fuel instl
 Subject to the DONKEY BOILER
 not being used.*

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

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

REPAIRS DUE TO WEAR AND TEAR:- (Cont.)

H.P. slide valve spindle skimmed up and its neck bush - renewed.

H.P. slide valve top packing ring - renewed.

M.P. & L.P. crank brasses top half - remeralled.

H.P. & L.P. cylinders, holding down bolts - one each - renewed.

Auxiliaries:-

Centrifugal pump engine, impeller shaft, skimmed up and its both bearings-rebushed.

Dynamo engine: commutator face, skimmed up and its throttle valve and its liner - renewed.

Other minor repairs and adjustments effected.

NOTE:- The oil fuel burning installation for boilers has not been used for past few years and recommended that the same be examined before using it. K.S.

BS class 7.71 rules.
Machinery also examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 3.44.

Subject to the oil fuel
monkey boiler
not being used again.
F.P.
19/5/41