

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

Received at London Office

NOV 13 1940

Date of writing Report 30th Sept. 19 40. When handed in at Local Office 30th Sept. 19 40. Port of **YOKOHAMA**

No. in Reg. Book. Survey held at **YOKOHAMA** Date, First Survey 2nd Sept. Last Survey 12th Sept. 19 40. (No. of Visits Four)

25556 on the Machinery of the Wood, Iron or Steel T.S.S. "HAKUSAN MARU"

Tonnage Gross 10380 Net 6271 Vessel built at Nagasaki By whom Mitsubishi Zosen K. Id. When 1923 - 9

Nominal Horse Power 1607 Engines made at Nagasaki By whom Mitsubishi Zosen K. Id. When 1923

No. of Main Boilers 7 S3 Owners Nippon Yusen K.k. Owners' Address (if not already recorded in Appendix to Register Book.) Port Tokyo Voyage

No. of Donkey Boilers X Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boilers X Last Report No. Port M.J.K. Yokohama Dock

Particulars of Examination and Repairs (if any) LMC & Elec. fit

(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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? 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 Nos. 1, 2, 3 - 2/9/40. Nos. 4, 5 - 6/9/40. Present condition of funnel 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? 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? Yes, 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? Yes, and of the Donkey Boilers? X

Has screw shaft now been drawn and examined? X Is it fitted with continuous liner? X 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 S 9-39 P 8-38 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft S 2.4

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? Yes

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

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

Now done:- Vessel placed in dry dock, port and starboard propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings examined and found in good order.

Port and starboard main turbine casings rotors, discs, blading, rotor shafting, gearing thrust and tunnel shafting, condensers, all pumps, piping and pumping arrangements examined.

Nos. 1 & 2 steering engines windlass engine examined.

The seven main boilers were examined throughout with all their mountings, and found or now placed in good order.

The main and auxiliary steam pipes removed, examined and tested under hydraulic pressure as per Rules and found or now placed in good order.

The safety valves for all main boilers adjusted under steam pressure to 200 lbs. per sq. in. 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. 0, 11, B.S.H.S. 0, 11, & L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of L.M.C. 9-40, without any restriction.

Survey Fee (per Section 20) YEN: 330.00 Fees applied for 16-9-1940

Special Damage or Repair Fee (if any) (per Section 20.) £ Received by me, 27-9-1940

Travelling expenses (if chargeable) YEN: 4.00

Committee's Minute FRI 22 NOV 1940

Assigned + Lmc 9.40

Signature of Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation

CERTIFICATE WRITTEN

009021-009029-0042

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

T.Sc.S. "HAKUSAN MARU".

Now done:-(continued)

Two main generators and one emergency generator, all motors and other electric installations, switch boards with fittings, cables, circuits and fuses, examined and tested by Megger as per Rules and found or now placed in good order.

Note:- No.7 main boiler furnaces were renewed at Liverpool in May, 1940.  
The vessel's name is to be deleted from the Special Reason List regarding to No.7 main boiler.

Certificate for the new furnaces were read as follows:-

Cert No.140784 Glasgow 22nd May, 1940.

Signed by D. Brown

2 Deighton Sections mild steel furnaces made by Messrs. Broomside Boiler Works Co, Id, Motherwell.

: LLOYD'S :  
: 5998 :  
: D.B. 20-5-1940 :

Repairs due to wear and tear:-

Port propeller one blade replaced by spare.

No.1 main boiler front end plate bottom inside repaired by electric welding.

No.2 main boiler starboard wing furnace grooving cut out and electric welded.

No.7 main boiler superheater coils fitted in good order and tested.

General service pump piston rod skimmed up and neck gland bush renewed.

No.3 main feed pump steam cylinder piston rod and bucket rod skimmed up and repaired.

No.1 L.O. pump cylinder skimmed up and piston packing rings renewed.

Lead covered wire 320 metres renewed.

Armoured wire 52 metres renewed.

Calling beel wire 500 metres renewed.

Note:- The Owners desired a fresh record of T M C 9-40, because they have completely carried out the special survey at this time.



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