

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

(Received at London Office JUN 13 1940)

Date of writing Report 19 When handed in at Local Office 8 JUN 1940 Port of LIVERPOOL

No. in Reg. Book 25556 Survey held at Liverpool & Birkenhead Date, First Survey 23/5/40 Last Survey 1/6/1940 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel **Tur Sc "Hakusan Maru" (P)**

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

Nominal Horse Power 1607 Engines made at do By whom do When do

No. of Main Boilers 7 (Sp) Boilers, when made (Main) 1923 (Donkey) -

No. of Donkey Boilers 2 Owners Nippon Yusen K.K. Owners' Address (if not already recorded in Appendix to Register Book.) Port Tokyo Voyage -

Steam Pressure in Main Boilers 200 lb. Managers -

in Donkey Boilers -

Not Surveyed Afloat or in Dry Dock Canada Dock. East Float.

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

Last Report No. 6873 Port Yka

Particulars of Examination and Repairs (if any) Boiler Repairs.

(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

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

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

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

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?

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. See Yka Rpt N° 6873.

New done:- The following repairs now effected to N°7 main boiler:-
P&S wing furnaces renewed. approx 30 stay tubes & 30 plain tubes renewed. Sundry C.C. seams & rivets, tubes & stays, & end plate cross seams reworked locally as necessary. Repairs examined on completion, boiler hyd tested, and found tight and satisfactory. Boiler examined under steam and safety valves adjusted. Furnace mill shut attached.

Nothing has been done at this time to advance the M.S. money, which, it is stated, may be advanced on the vessel's return to Japan.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is in safe working condition, eligible in our opinion to remain as classed without fresh record. It is further submitted the restriction on N°7 boiler might now be removed.

Survey Fee (per Section 29) £ 8 : 8 : 0
Special Repair Fee (if any) (per Section 29) £
Travelling expenses (if chargeable) £

Fees applied for 7/6/1940
Received by me, 7/6/1940

Committee's Minute

Assigned

As now, without special conditions.

JMB Edwards & H Taylor
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

009021-009029-0041

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

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

