

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

20 NOV 1928

(Received at London Office)

Date of writing Report 19th October 1928 When handed in at Local Office 19 Port of YOKOHAMA

No. in Reg. Book. 2531 Survey held at Yokohama Date, First Survey 3rd October Last Survey 18th October 1928

on the Machinery of the ~~Wood, Iron or Steel~~ Lurin & "HAKUSAN MARU" (No. of Visits 3)

Tonnage { Gross 10380
Net 6271 Vessel built at Nagasaki By whom Mitsubishi Losen Kaisha When 1923

Nominal Horse Power 1607 Engines made at Nagasaki By whom Mitsubishi Losen Kaisha When 1923

No. of Main Boilers 758 Boilers, when made (Main) 1923 (Donkey)

No. of Donkey Boilers ✓ Owners Nippon Yusen K. K. Owners' Address Port Tokio Voyage Europe

Steam Pressure in Main Boilers 200lb. Managers ✓ (If not already entered in Appendix to Register Book)

in Donkey Boilers ✓ If Surveyed Afloat ✓ in Dry Dock Jokohama Dock (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) L. M. C

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? Yes.

Do. " 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200lb.

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 Boiler? ✓

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? Yes.

, and of the Donkey Boiler? ✓

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? No

Has shaft now been changed? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Star 1/8" Port 3/32"

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

Vessel placed in dry dock, propellers, outer end of stern bushes, sea connections and their fastenings examined. Turbines opened up, rotors lifted & all blading examined. Gearing examined throughout. Thrust and tunnel shafts, pumps and condensers examined. The valves, cocks, pipes and chainers of the pumping arrangements examined. All boilers examined internally and externally together with their safety valves, manholes, doors and their fastenings, and mountings. The safety valves afterwards adjusted under steam as stated above. The foregoing now in good working condition.

All main steam and auxiliary feed pipes tested by hydraulic pressure of 400lb per square inch with satisfactory results.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good working condition and eligible in my opinion to be continued as classed in the Register Book with fresh record + LMC 10.28

Survey Fee (per Section 28) Yen 26000 Fees applied for 19-10-1928

Special Damage or Repair Fee (if any) £ (per Section 28.)

Travelling Expenses (if chargeable) Yen 1000 Received by me, 20-10-1928

Committee's Minute FRI. 30 NOV 1928

Assigned Thma 10.28

CERTIFICATE WRITTEN:

TUE. 1 OCT 1928

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007021-007021-0061

Engines & Boilers examined

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. + Dec 10.28.

25/11/28.
21/11/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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