

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

(Printed in London Office)

DEC -2 1940

Date of writing Report 25th Oct. 1940. When handed in at Local Office 25th Oct. 1940. Port of YOKOHAMA

Survey held at YOKOHAMA Date, First Survey 17th Sept. Last Survey 12th Oct. 1940.

on the Machinery of the Wood-Iron or Steel T.S.S. "HARUNA MARU" (No. of Visits Five)

Gross 10421 Vessel built at Nagasaki By whom Mitsubishi Zosen K. Id. When 1922-2
Net 6311 Engines made at Nagasaki By whom Mitsubishi Zosen K. Id. When 1922
1615 Boilers, when made (Main) 1922 (Donkey) X
Boilers 7 SB Owners Nippon Yusen K.K. Owners' Address X
Boilers X Managers X (if not already recorded in Appendix to Register Book.)
Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Port Tokyo Voyage
Boilers X If Surveyed Afloat or in Dry Dock Both (state name of Dock) M.J.K. Yokohama Dock

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 10-39		LMC 1-39
		BS 11-39
ssYka.No.3-3,35		TS (CL) 6-37
ssYka.No.1-38		Lloyd's RMC 10-37
Fitted for carrying oil 2,22		
F.P. above 150 F in Nos.2 & 7		
double bottom tanks.		

Report No. Port
Particulars of Examination and Repairs (if any) BS & TS

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined X

Damage report made by anyone else? If so, by whom? X

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " X

Not done, state for what reasons? X

Parts of the Boilers could not be thus thoroughly examined? X

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

Last date of internal examination of each boiler Nos.1,2,3-17/9/40. Nos.4,5-20/9/40. Present condition of funnel X Good
Nos.6 & 7-28/9/40.

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

Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? 2

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? X

Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? X

Port & starbd.

Shaft now been drawn and examined? Yes/ Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Shaft now been changed? X If so, state reasons X

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? P 5.5 m/m S 6.2 "

Period of examination of Screw Shaft 1-10-40 State the distance between lignum vitae and 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? X

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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

Done:- Vessel placed in dry dock, P & S propellers, stern bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Port and starboard Tail Shafts with continuous liner examined and found or now placed in good condition.

The Seven (7) main boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The following parts were overhauled by the Engineers, examined as far as practicable and found in order:- Turbine casings, rotors, rotor discs, blading & rotor shafting, thrust and tunnel shafting, ballast pump, G.S. pump, air pumps, main bilge pumps, No.3 main feed pump, No.1 oil pump, examined and found or now placed in good condition.

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.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

in good condition and eligible in my opinion to be continued as classed with fresh record of 10-40, and Port and Starboard Tail Shafts (CL) seen 10-40.

Survey Fee (per Section 29) £ 305.00 Fees applied for 19-10- 1940

Special Damage or Repair Fee (if any) £ X Received by me, 29-10- 1940

Travelling expenses (if chargeable) £ 10.00

Committee's Minute TUE. 10 DEC 1940

Assigned BR 10.40

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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It is submitted that
this vessel is eligible for
THE RECORD.

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