

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

(Received at London Office 7 AUG 1941)

Date of writing Report 30th May 41. When handed in at Local Office 31<sup>st</sup> May 41. Port of KobeNo. in Reg. Book. Survey held at Tama Date, First Survey 28/4/41 Last Survey 16/5/1941  
75368 on the Machinery of the ~~XXXXXX~~ Steel S/S "HAGURO MARU" (No. of Visits 3)Tonnage { Gross 3353 Vessel built at Yokohama By whom Yokohama Dock Co. Ltd. When 1928, 10 mo.  
Net 2048 Engines made at Yokohama By whom Yokohama Dock Co. Ltd. When 1928.  
Nominal Horse Power 392 NHP Boilers, when made (Main) 1928 (Donkey) --  
No. of Main Boilers 2SB Owners Itaya Syosen K. K. Owners' Address  
No. of Donkey Boilers -- Managers (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Port Hutyu Voyage  
in Donkey Boilers -- (State name of Dock.) Tama Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) +LMC

(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.

" " 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 May 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 May 1941 State the distance between lignum vitae bearing of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~XXXXXX~~ 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 Complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bushes, 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 &amp; intermediate shafting,

condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to 2 times W.P., and found in good condition.

Electric installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

(P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery and boilers of this

(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, E.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 5. 41.

Survey Fee (per Section 29) Yen 205.00 Fees applied for 22/5/41  
Electrical Survey Fee (if any) Yen 20.00  
Travelling expenses (if chargeable) (See Null Report) Received by me, 19

Committee's Minute TUE. 26 AUG 1941

Assigned +dmb. 5.41

CERTIFICATE WRITTEN

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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



The 2 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 below.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine crank and thrust shafts lifted up, Nos. 2 & 5 and forward thrust bearing, brasses re-metalled and working centre line adjusted.

10 - boiler stays renewed.

Other minor repairs effected.

*[Signature]*

*22.11.40 2dus 10.40  
now-hull on machinery  
hull repairs effected  
It is submitted that  
this vessel is eligible for  
THE RECORD.  
25.4.41 + 2dus 5.41  
Haw  
21.8.41*



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