

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

(Received at London Office - 4 SEP 1941)

Date of writing Report 26th June 1941 When handed in at Local Office 26/6/41 Port of Kobe

No. in Reg. Book 75591 Survey held at Osaka Date, First Survey 20/5/41 Last Survey 2/6 1941  
(No. of Visits 5)

on the Machinery of the ~~Wood Iron Works~~ Steel S/S "HAVANA MARU"

Gross Tonnage 5652 Vessel built at Innoshima By whom Osaka Iron Works Ld. When 1920, 4 mo.  
Net Tonnage 3450

Engines made at Innoshima By whom Osaka Iron Works Ld. When 1920

Nominal Horse Power 559 NHP Boilers, when made (Main) 1920 (Donkey) --

of Main Boilers 3SB Owners Osaka Syosen Kaisya Owners' Address (if not already recorded in Appendix to Register Book.)  
Port Osaka Voyage --

of Donkey Boilers -- Managers --

Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Fuzinagata Dock.

Donkey Boilers --

st Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC & DAMAGE

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 --

Is 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 Boilers? --

Was not done, state for what reasons? --

What parts of the Boilers could not be thus thoroughly examined? --

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? --

Latest date of internal examination of each boiler June 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? -- 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 the distance between lignum vitae bushing at stern bush and top of after bearing of screw shaft 68/1000"

Is electric light ~~applied~~ fitted? Yes.

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.

Is the Survey complete? Complete.

**W DONE:-** Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with

air shell fastenings, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting,

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

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves

and found in good condition. Safety valves adjusted under steam as stated above.

**REPAIRS DUE TO DAMAGE STATED CAUSED BY:-** collision with the s/s "Heian Maru" 5347 gross tons of

Kohama in the vicinity of the entrance to Fuzinagata S.B. & E. Yard, Dock, Osaka, and afterwards

wounded at the river side. For further particulars see Damage Report dated 23rd June 1941, copy

same attached hereto. (continued).

**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, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

is in good condition and eligible in my opinion to be continued as classed with fresh record of

**LMC 6.41**

Survey Fee (per Section 29) Yen : 240.00 Fees applied for 24/6 19 41

Special Damage or Repair Fee (if any) X

Travelling expenses (if chargeable) (See Hull Report)

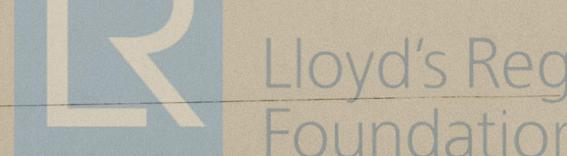
Received by me, K. Sakurada

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 SEP 1941

Assigned + Lmb. 6. 41

*K. Sakurada*  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Main Engine:-

Crankshaft journals, crank pins and eccentric straps, opened out, cleaned, polished, and oil passages cleaned, and all bearings adjusted.

Thrust shaft and tunnel shafting, opened out, cleaned, and oil passages cleaned out and refitted in good order.

Boiler:-

Starboard main boiler, cleaned internally and externally, and tested by twice the W.P. and found in good condition.

Main steam and feed piping of 3 main boilers and auxiliary steam piping of Starboard main boiler tested by twice the W.P. and found sound and tight.

1 palm stay in way of starboard main boiler renewed.

Boiler asbestos lagging (780 square feet) and covering plates (48 square feet) renewed.

1 scum blow off valve box of starboard main boiler rejoined.

Auxiliaries:-

1 fan engine, 2 Weirs' feed pumps, 1 general service pump, 1 ballast pump and centrifugal pump engine opened out, cleaned and replaced.

Electrical Installation:-

Main switchboard plate, volts and ammeters and insulating materials renewed.

Circuit breaker and switches and connections repaired.

One 15 K.W. dynamo engine overhauled and cleaned, armature and field coils re-wound, commutator and brush gears, starter, controller, regulator and switches, repaired.

Wiring of the above dynamo engine to and from the main switchboard renewed as follows:-

Lead covered wire x 486 feet.

Steel armoured wire x 670 feet.

The machinery tested under full working condition and electric installation, - megger tested - on completion of damage repairs and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-Main Engine:-

H.P. slide valve casing, skimmed up and valve packing ring, top and bottom, renewed.

H.P. cylinder liner, skimmed up and piston packing rings, renewed.

Other minor repairs and adjustments, effected. K. D.



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Foundation

No 2 due 4.42 held  
Some repairs for collision  
Damage

It is submitted that  
this vessel is eligible for  
THE RECORD. *File 641*

*JA*  
12/15/41



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