

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

(Received at London Office)

10 DEC 1925

Date of writing Report 10/11/25 When handed in at Local Office 10/11/25 Port of KOBE.

No. in Reg. Book. 21712 Survey held at Tama, Uno. Date, First Survey 16/10/25 Last Survey 6/11/25.19
(No. of Visits Five.)

on the Machinery of the WOOD, TRAILOR Steel S/S "HARUNASAN MARU"

Tonnage Gross 2982 Vessel built at Sunderland. By whom S.P. Austin & Son, Ltd. When 1901 10mo.
Net 1867

Nominal Horse Power 270 NHP Engines made at Sunderland. By whom N.E. Marine Eng. Co. Ltd. When 1901 10mo.
No. of Main Boilers 2 SB Boilers, when made (Main) 1901 (Donkey) -

No. of Donkey Boilers 1. Owners Ryoto Kisen Kabushiki Kaisha. Owners' Address (If not already recorded in Appendix to Register Book).
Steam Pressure—160 lb. Managers Mitsui Bussan Kaisha, Ltd. Port Dairen. Voyage -
in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock both
in Donkey Boilers 90 lb. (State name of Dock.) Mitsui Bussan Dock.

Last Report No. - Port -Particulars of Examination and Repairs (if any) LMC & TS.

(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 " " " Yes

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? 162 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs.

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

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? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No 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 -

Is the shaft now fitted new? - 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? 1 1/8".

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

NOW DONE:-

Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition.

Tail shaft with two separate liners, examined and found in good condition.

Crank, thrust & tunnel shafting, all cylinders, pistons, valves & their faces & rods, condenser, pumps and piping examined and found or now placed in good, safe, working condition.

The 2 Main Boilers and Donkey Boiler were examined over all parts with doors, mountings & safety valves and all found or now placed in good, safe, working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR & TEAR:-

LP Cylinder (found cracked 1 1/2" long at the upper corner of bottom part on starbd. side) drilled at head of crack and 1" dia. fine thread C.I. plug fitted. P.T.O.

General Observations, Opinion, and Recommendation:—

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

The machinery and boilers of this vessel are in good, safe, working condition and eligible in my opinion to be continued as classed with fresh record of * LMC 11-25, and tail shaft seen 11-25.

Survey Fee (per Section 28) £ 225.00 Fees applied for 7/11/25
Special Damage or Repair Fee (if any) -
(per Section 28.)
Travelling Expenses (if chargeable) £ 500.00 Received by me, 19

Committee's Minute

Assigned

FRI. 18 DEC 1925

FRI. 21 MAY 1926
FRI. 17 DEC 1926

FRI. 18 FEB 1927

Engineer Surveyor to Lloyd's Register of Shipping.

009451-009458-0074

B.L. due 9. 25 held &
Machinery examined.
M.D. Connecting rod fork
Specially examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 11. 25.
S 11. 25. without special
restrictions.

See Reg. etc.
27/1/26

[Signature]

16/12/25

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.

Port Boiler back end plate (grooved on water side at flanging to shell plate just below bottom manholes) - grooving cut out and built up by Quasi Arc Elec. welding 2'0" long on P side and 2'6" long on S. side.

Donkey boiler - flange of lower manhole built up by O.A. gas welding and door refitted.

[Signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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