

# 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 (No. of Visits Five)  
 on the Machinery of the WOOD, IRON OR STEEL S/S "HARUNASAN MARU"  
 Tonnage Gross 2982 Net 1867 Vessel built at Sunderland. By whom S.P. Austin & Son, Ltd. When 1901 10mo.  
 Engines made at Sunderland. By whom N.E. Marine Eng. Co. Ltd. When 1901 10mo.  
 Boilers, when made (Main) 1901 (Donkey) -  
 Owners Ryoto Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).  
 Managers Mitsui Bussan Kaisha, Ltd. Port Dairen. Voyage -  
 No. of Main Boilers 2 SB  
 No. of Donkey Boilers 1  
 Steam Pressure 160 lb in Main Boilers  
 in Donkey Boilers 90 lb.  
 If Surveyed Afloat or in Dry Dock both  
 (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 seriatim 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? 1/8"

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) £ 2.25<sup>00</sup> Fees applied for 7/11/1925  
 Special Damage or Repair Fee (if any) £ -  
 Travelling Expenses (if chargeable) £ See Hull Received by me, \_\_\_\_\_ 19\_\_\_\_  
 Committee's Minute FRI. 18 DEC 1925 FRI. 21 MAY 1926  
 Assigned + Lamb 11. 25 FRI. 17 DEC 1926  
FRI. 18 FEB 1927

A. Watt © 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 009451-009458-0074

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

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.

*aw*

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.

*B.L. due 9. 25 held &  
Machinery examined.  
M.P. 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 Feb ltr.  
27/1/26  
16/12/25*



© 2020  
Lloyd's Register  
Foundation

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.