

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

(Received at London Office)

FEB 15 1941

Writing Report 19/12/40. When handed in at Local Office 21st Dec 1940 Port of Kobe.
Survey held at Tama. Date, First Survey 27/11/40 Last Survey 14/12/19 40.
(No. of Visits Four.)
on the Machinery of the ~~Wasa~~ Steel T.M.S. "HAKUBASAN MARU".
Gross 6650 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1928 12mo.
Net 4070 Engines made at Copenhagen. By whom Akt Burmeistr & Wain. When 1928.
1951 NHP Boilers, when made (Main) -- (Donkey) 1928
Boilers -- Owners Mitsui Bussan Kaisha, Ltd. Owners' Address
Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
Boilers -- If Surveyed Afloat or in Dry Dock Both Port Kobe. Voyage
Boilers 100 lbs. (State name of Dock.) Tama Dock.

Report No. Port
Details of Examination and Repairs (if any) PART LMC(CS), & DBS.
Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the pairs, 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 if 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.
cases where the Surveyor has not made a special damage report he is required to state whether he his services for this purpose, and why they were declined
age report made by anyone else? If so, by whom?
eyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Donkey Yes.
ot done, state for what reasons?
rts of the Boilers could not be thus thoroughly examined?
pecial means, in the absence of internal examination, were adopted by the }
o assure himself of the thorough efficiency of those parts of each Boiler? }

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Assigned now retired	Machinery and Boiler Surveys (including date of N.B., if any)
*100AL 10,39		*LMC(CS) 8,37 10,39 DBS 10,39 *Lloyd's RMC 10,39 TS(CL) 10,39
ssKob.No.2-37.		

date of internal examination of each boiler December, 1940. Present condition of funnel(s) Good
eyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --
eyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.
eyor examine all the manholes, doors and their fastenings of the Main Boilers? -- , and of the Donkey Boilers? Yes.
eyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --
eyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boilers? Yes.
haft 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? --
ow been changed? -- If so, state reasons --
t 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? --
examination of Screw Shaft -- State the distance between lignum vite ~~wooden wedge~~ of stern bush and top of after bearing of screw shaft P. 2 m/m.
e parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes. S. 3 m/m.
e Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below).
lation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes.
y is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.

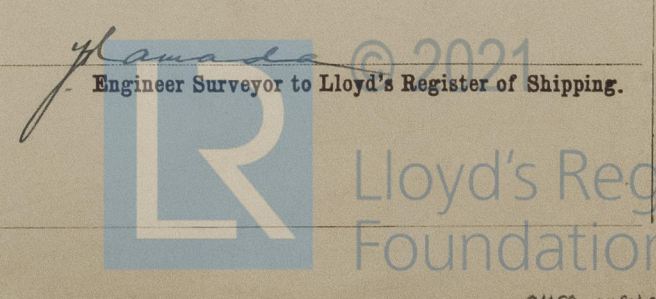
NE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves
heir shell fastenings examined and found or now placed in good condition.
The following parts of the main and auxiliary engines were opened out, examined and found or
aced in good condition.

- Port Main Engine:-
Nos.1, 2, 4 & 5 cylinders, pistons, valves, gears and covers.
Nos.1, 2, 4 & 5 connecting rods and top ends.
Nos.1, 2, 4 & 5 bottom ends.
No.5 crankshaft journal.
Compressor - all working parts and bearing. (P.T.O.).

u Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this
Nearly 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, *L.M.C. 9,11, or
LMC 140 lb., F.D., &c.)
are in good condition and eligible, in my opinion, to be continued as now classed, *LMC
8, 37. be retained with fresh under date 12, 40. and D.B.S. 12, 40.

(per Section 29) Yen 120:00 Fees applied for 16/12/1940
age or Repair Fee (if any) -- Received by me, 19
xpenses (if chargeable) (See Hull Report)
FRI. 28 FEB 1941

ittee's Minute
ed 12.40
12.40



Starboard Main Engine:-

Nos.1 & 5 cylinders, pistons, valves, gears and covers.

Nos.1 & 5 connecting rods and top ends.

Nos.1 & 5 bottom ends.

Nos.5, 6 & 7 crankshaft journals.

Compressor - all working parts.

Auxiliaries:-

No.2 Dynamo engine with compressor - all parts.

Starboard L.P. air receiver.

Forward spare air bottle and Port Main engine injection air bottle-
internally.

H.P. air bottles for Nos.2 & 3 dynamos - internally.

Inboard jacket cooling pump.

Feed pump.

Starboard main bilge pump.

General service pump.

Port fuel oil daily service tank - internally.

The donkey boiler was 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 oil fuel installation for donkey boiler examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Starboard main compressor - H.P. cylinder - renewed on account of corrosion on the cooling side, New cylinder marked:-

:	No.7525	:
:	LLOYD'S TEST	:
:	W.T.P. 90 KGS	:
:	8-12-39	:
:	Y.H. LR.	:

Main Engine - Port Nos.1, 2 & 5 starboard, No.1, cylinder covers and liners renewed due to crack of cover in way of valve pockets and wear of liner.

: Cylinder No.:	: Starboard	: Port	: Port	: Port	:
	: No.1	: No.1	: No.2	: No.5	:
: Cert. No.	: 7780-A	: 7789-B	: 7789-A	: 7780-B	:
: W.T.P.	: 70 Kgs.	: 70 Kgs.	: 70 Kgs.	: 70 Kgs.	:
	: 2 Kgs.	: 2 Kgs.	: 2 Kgs.	: 2 Kgs.	:
: Date	: 16-9-40	: 20-9-40	: 4-9-40	: 16-9-40	:
: Surveyor's	: S.A.LR	: S.A. LR	: Y.H. LR.	: S.A. LR	:
: Initial					:

No.2 dynamo crank shaft slightly skimmed up, all brasses remetalled and aligned.

Other minor repairs and adjustments effected.



© 2021

Lloyd's Register
Foundation

Advanced
(P. 3 due 1840)
N. S. S. S.

N. S. S. S.

It is submitted that
this record is eligible for fresh
RECORD of Survey 1840.
for the oil engines.

Submitted the Survey, he asked
for what is required to complete
the electrical Survey &
then the Compressed air
Coolers were last
examined.

In Rule

Coated & painted Sep 1840.

26/2/41



© 2021

Lloyd's Register
Foundation