

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

(Received at London Office.)

JAN -2 1941

Date of writing Report 27/9/ 19 40. When handed in at Local Office 27<sup>th</sup> Sept. 1940 Port of Kobe.

No. in Book Survey held at Innoshima. Date, First Survey 28/8/40 Last Survey 19/9/ 19 40.

21 on the Machinery of the ~~Wood Frame~~ Steel S/S "HANKOW MARU". (No. of Visits Five.)

Age { Gross 4105 Vessel built at Kobe. By whom Kawasaki Dockyard Co., Ltd. When 1919 6mo.  
 Net 2518 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.

nominal { 356 NHP Boilers, when made (Main) 1919. (Donkey) --  
 se Power }  
 of Main Boilers 2 SB Owners Yamashita Kisen Kabushiki Kaisha Owners' Address  
 of Donkey Boilers -- Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure -- Port Kobe. Voyage  
 Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both  
 Donkey Boilers -- (State name of Dock.) Innoshima Dock.

st Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC, TS & DAM.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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.

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 " " " " --

Was this 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 August, 1940. Present condition of funnel 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 Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? --

Has the 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? Yes.

Has the shaft now been changed? No 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? --

Date of examination of Screw Shaft Sept. 1940 State the distance between ~~top of~~ bearing metal of stern bush and top of after bearing of screw shaft 65/1000".

Is electric light fitted? Yes. Complete. Complete.

**DONE:-** Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft, without liner, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to twice 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.

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

(P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh record of C. 2, 40. and Tail Shaft (OG) seen 9,40.

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. 0,11, B.&M.S. 0,11, or L.M.C. 0,11, 140 lb., F.D., &c.)

In good condition and eligible, in my opinion, to be continued as classed with fresh record of C. 2, 40. and Tail Shaft (OG) seen 9,40.

Fee (per Section 20)..... Yen 205:00 Fees applied for 24/9/ 19 40

Electrical Survey,..... Yen 40:00

Damage or Repair Fee (if any)..... Yen 85:00

Printing expenses (if chargeable)..... (See Hull Report).

Received by me, \_\_\_\_\_ 19 \_\_\_\_\_

Committee's Minute TUE 14 JAN 1941

Signed + dmb. 9. 40

Engineer Surveyor to Lloyd's Register of Shipping.



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

REPAIRS DUE TO DAMAGE stated to have been caused by the propeller striking a motor boat on the 18th March, 1940 at an anchorage. For further particulars please see Kobe Damage Report dated 24th September, 1940.

Tip of one bronze propeller blade bent and slightly broken or fractured - now blade faired and broken or fractured parts cut out and repaired by welding.

Tail shaft drawn in and examined and found in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Upper half of H.P. crank pin brasses - remetaled.

2 main engine holding down bolts - renewed.

About 200 metres of electric cable - renewed.

Other repairs of a minor nature effected.

T.K.

N.B.—If this Report is copied by copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*Not held*

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

*Allic 9.40*

*29.40*

*RA 14/1/41*



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