

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

(Received at London Office)

27 OCT 1941

Date of writing Report 17th July '41 When handed in at Local Office 29th July 1941 Port of Kobe
 No. in Reg. Book. 82505 Survey held at Innoshima Date, First Survey 3/12/40 Last Survey 26/5 1941
 on the Machinery of the ~~Wood Iron~~ Steel S/S "HITERU MARU" (ex "Ryuhuku Maru") (No. of visits 19)
 Gross 5857 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919, 1 mo.
 Net 4259 Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919
 Main Boilers 2SB Boilers, when made (Main) 1919 (Donkey) --
 1 Aux. SB. Owners Nissan Kisen K.K. Owners' Address --
 Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Pressure -- Port Tokyo Voyage --
 Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Innoshima Dock.
 Key Boilers --

Report No. PortParticulars of Examination and Repairs (if any) LMC.TS.

When held, must be reported in detail and variation in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Auxiliary Boiler

Has the Surveyor personally gone inside each Auxiliary Boiler separately and made a thorough examination at this time? Yes

Where a thorough examination has not been 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

May 1941

Present condition of funnel(s) Good

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

Has the Surveyor examined the Safety Valves of the Auxiliary Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Has the Surveyor examined the drain plugs of the Main Boilers? No

and of the Donkey Boilers? No

Has the Surveyor examined all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

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? --

Has the 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? --

Latest date of examination of Screw Shaft May 1941

State the distance between bearing metal of stern bush and top of after bearing of screw shaft 45/1000"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Complete.

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

DONE:- Vessel placed in dry dock, propellers, stern bush with oil packing gland at aft end of 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 or now placed in good condition.

Main and Auxiliary Engines opened up for survey:

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 Steam and Feed Pipes were tested by hydraulic pressure to 2 times W.P., and the super steam and Feed Pipes were annealed before testing.

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

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

L.M.C. 5, 41 and Tail Shaft (CL) seen 3,41.

by Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.) (See Hull Report) Received by me,
 Travelling expenses (if chargeable) £ : :
 19

Committee's Minute

Assigned

FRL 21 NOV 1941

1 Lmb. 5.41

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

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0097210-97240040

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 and 1 Auxiliary Boilers were 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.

REPAIRS DUE TO DAMAGE caused by stranding near Nagasaki-Bana, Uku Island (Nagasaki Prefecture) on the 26th September 1940, whilst on a voyage from Wakamatu to Sakito, subsequently by flooding in all holds, bunkers, and machinery space and by salvage operations. See Hull Report.

REPAIRS DUE TO WEAR AND TEAR:- Minor repairs carried out. *14.*

See also Rpt 8



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