

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")

Gross 5857 Net 4259 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919, 1 mo.

Engines made at Kobe By whom Kawasaki Dockyard Co. Ltd. When 1919

Boilers, when made (Main) 1919 (Donkey) --

Owners Nissan Kisen K.K. Owners' Address Port Tokyo Voyage --

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

Report No. LMC.TS. Port Innoshima Dock.

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

CHARACTER: For Special Survey Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any)

*100A1 awng.dk. with freeboard 2,40. LMC 2,40 TS(OG) N2,39.

ssKob.No.3-3,38

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Auxiliary Boiler Yes

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Auxiliary Boiler? Yes

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

Surveyor examine the drain plugs of the Main Boilers? No

Surveyor examine all the mountings of the Main Boilers? Yes

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? --

State 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"

Is electric light and power fitted? Yes

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

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

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.)

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.

Committee's Minute 21 NOV 1941 Assigned L.M.C. 5 41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

0097210-92192040

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

If so, to be sent to

CERTIFICATE WRITTEN

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. *114.*

See also Rpt 8



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