

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

(Received at London Office - 4 DEC 1941)

Date of writing Report 25th Sept. 1941 When handed in at Local Office 25th Sept 1941 Port of Kobe  
No. in Reg. Book. Survey held at Osaka Date, First Survey 20/8/41 Last Survey 20/9 1941  
75964 on the Machinery of the HOKKI MARU S/S "HOKKI MARU" (No. of Visits 4)  
Tonnage { Gross 5601 Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1919, 8 mo.  
Net 3996 Engines made at Newcastle By whom Palmers' Co. Ltd. When 1919  
Nominal Horse Power 517 NHP Boilers, when made (Main) 1919 (Donkey) --  
No. of Main Boilers 3SB Owners Kitagawa Sangyo Kaiun K.K. Owners' Address  
No. of Donkey Boilers -- Managers Port Osaka Voyage  
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both  
in Donkey Boilers -- (State name of Dock.) O.I.W. Chikko Yard.

Particulars of Examination and Repairs (if any) LMC, SRL.  
Periodical Surveys, when held, must be reported in detail and variation 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 sides 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  
" " Donkey " " " --  
Was 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 September 1941 Present condition of funnel(s) Good  
Did Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.  
Did Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --  
Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? --  
Did Surveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --  
Did Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? --  
Screw shaft now been drawn and examined? -- 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? --  
Aft now been changed? -- If so, state reasons. --  
Screw 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 -- State the distance between lignum vitae or packing metal of stern bush and top of after bearing of screw shaft 5/32"  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes  
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? --  
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --  
Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOTE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with shell fastenings, examined and found or now placed in good condition.  
All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, pumps, piping and pumping arrangements examined and found or now placed in good condition.  
The 3 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.  
L. :- Propeller blades examined carefully and found in efficient condition.  
The Owners state that the propeller will be renewed at the earliest opportunity.  
(Continued)

Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel 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. 2,11, B.S.M.S. 2,11, L.M.C. 2,11, or L.M.C. 140 lb., F.D., &c.)  
Good condition and eligible in my opinion to be continued as classed with fresh record of 9. 41

Fee Section 29) Yen : 240.00 Fees applied for 22/9 1941  
Damage or Repair Fee (if any) £ Received by me, 19  
Expenses (if chargeable) X  
See Hull Report  
See's Minute TUE. 16 DEC 1941  
+ limb 9.41  
Without pl. Cond.  
K. Pakedaya  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register  
0097210017240082



-4 DEC 1941

Port of Kobe

Continuation of Report No//88/ dated 25th September '41 on the "HOKKI MARU"

REPAIRS DUE TO WEAR AND TEAR:-Main Engine:- H.P. cylinder, piston packing rings - renewed.

All crank shaft lifted up, examined and alignment checked and refitted in good order.

Steering Engine:- Steam cylinder liner, skimmed up and piston packing rings renewed.Main Condenser:- 750 small tubes - renewed and tested by a head of water and found tight.

The above repairs were examined under steaming condition and found in good condition.

Other minor repairs and adjustments, effected. K. S.



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Mo. due S. 41. Skld  
Survey held on engine

Holia

Kru

12.12.41

Without Special Conditions

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

+ Lunc. 9.41



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