

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

(Received at London Office

9 - MAY 1941

Date of writing Report 25/3/41 When handed in at Local Office 29th Mar. 1941 Port of Kobe.
 No. in Survey held at Innoshima. Date, First Survey 26/2/41 Last Survey 8/3/1941.
 Book. 5965 on the Machinery of the Hokko Maru Steel S/S "HOKKO MARU".
 Gross 5347 Vessel built at Sunderland. By whom Short Bros. Ltd. When 1918 7mo.
 Net 3253 Engines made at Sunderland. By whom N.E. Mrine Eng. Co. When 1918.
 Nominal 517 NHP Boilers, when made (Main) 1918. (Donkey) --
 Horse Power 3 SB Owners Yamashita Kisen Goshi Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
 of Main Boilers Managers Yamashita Kisen Kabushiki Kaisha, Port Dairen. Voyage --
 of Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both
 Main Boilers 180 lbs (State name of Dock.) Innoshima Dock.
 Donkey Boilers --

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

Periodical Surveys, when held, must be reported in detail and verbatim 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 besides 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.

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.

Has 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

Why 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? --

State latest date of internal examination of each boiler February, 1941.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Did the Surveyor examine the Safety Valves of Donkey Boiler? --

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? --

State date of examination of Screw Shaft Mar. 1941. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 1 1/8".

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with

their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous 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 3 Main 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 WEAR AND TEAR:-

No.1 main bearing upper brass - remetalled.

All main engine guide shoes and thrust horse shoes (astern side) - remetalled. (P.T.O.).

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. 2, 11, F.S.M.S. 2, 11, L.M.C. 2, 11, or

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

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

Survey Fee (per Section 29) Yen 275.00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 20 MAY 1941

Assigned + Am. 3.41

Fees applied for 12/3/1941

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

009721-009729-00991

FOUNDATION

CERTIFICATE WRITTEN

Is a Certificate required? If so, to be sent to

WEAR & TEAR REPAIRS:- (Cont.)

Auxiliary condenser both tube plates - renewed and afterwards tested.

About 100 smoke tubes and air tubes on boilers - expanded.

2 bronze propeller blades slightly cracked at tip and one blade slightly cracked at leading edge - part cropped and new pieces cast on.

Other minor repairs and adjustments carried out. NA



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P.R. due 2.41 Held
Survey held on engines
Propeller repaired & minor engine

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

+ Line 3.41

S. 3.41

Gma
15.5.41



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