

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

(Received at London Office)

Date of writing Report 7/11/40 When handed in at Local Office 13th Nov. 1940 Port of Kobe.

Survey held at Innoshima. Date, First Survey 12/10/40 Last Survey 2/11/1940.
(No. of Visits Seven.)

on the Machinery of the ~~Hohoku Maru~~ Steel S/S "HOHUKU MARU".

Gross 5825 Vessel built at Kobe. By whom Kawasaki Dockyard Co., Ltd. When 1918 11mo.
Net 4243 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1918.

Main Boilers 2 SB Boilers, when made (Main) 1918. By whom ~~Kawasaki Dockyard Co. Ltd.~~ (AUXY) 1918.
AUXY Boilers 1 SB Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address
Pressure 200 lbs. Managers Hasidate. Voyage
If Surveyed Afloat or in Dry Dock Both
Boilers 200 lbs. (State name of Dock.) Innoshima Dock.

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) LMC & TS

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the initials of any letters respecting this case.

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

Special 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.

Was not done, state for what reasons? _____

Were any parts of the Boilers could not be thus thoroughly examined? _____

Were any 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? _____

What was the latest date of internal examination of each boiler? October, 1940. Present condition of funnel(s) 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 AUXY Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the AUXY Boilers? --

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

Has the aft 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 fore shaft now been changed? No If so, state reasons _____

Has the fore 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? --

What was the latest date of examination of Screw Shaft? Oct. 1940. State the distance between bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Were any 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? Yes.

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

If the 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, propeller, 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 in good condition.

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 pipes were tested by hydraulic pressure to twice W.P., and the copper steam pipes were annealed before testing.

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.

General Observations, Opinion, and Recommendation:— The machinery and boilers of (P.T.O.)

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

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

word of L.M.C. 11. 40. and Tail Shaft (CL) seen 10,40, subject to examination of oil fuel

ing installation under working condition before using.

Fee (per Section 29) Yen 260:00 Fees applied for 5/11/1940

Special Survey Yen 60:00 Fee (if any) _____ Received by me, _____

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

Committee's Minute TUE 11 FEB 1941

Signed + L.M.C. 11. 40 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

T. Rumiaku

Lloyd's Register of Shipping

009721-07724-034/2

CERTIFICATE NUMBER

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

The 2 Main and One 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.

The oil fuel burning installation opened up, examined and found or now placed in good condition. As the installation is not in use at present and no oil fuel was on board, it was not examined under working condition.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush - remetalled.

H.P. and L.P. cross head pins skimmed up and brasses - remetalled.

5 main engine holding down bolts - renewed.

200 condenser tubes renewed.

Circulating pump impeller shaft built up by brazing in way of bearings and bearings remetaled.

Commutator of one dynamo skimmed up.

About 400 metre of electric cable - renewed.

3 combustion chamber screw stays - renewed.

25 boiler tubes - renewed.

Other repairs of a minor nature effected.

T.K.

