

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

27 OCT 1941

(Received at London Office)

Writing Report 16th July, 1941. When handed in at Local Office 16th July, 1941. Port of YOKOHAMA.

Survey held at YOKOHAMA. Date, First Survey 20th June, Last Survey 7th July, 1941. (No. of Visits Four)

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "HAKONE MARU"

Year. Month.

Gross 10420 Vessel built at Nagasaki By whom Mitsubishi Zosen K. Id. When 1921-11

Net 6307 Engines made at Nagasaki By whom Mitsubishi Zosen K. Id. When 1921

1510 Boilers, when made (Main) 1921 (Donkey) X

Boilers 7 SB Owners Nippon Yusen K.K. Owners' Address X (if not already recorded in Appendix to Register Book.)

Boilers X Managers X Port Tokyo Voyage X

Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.) M.J.K. Yokohama Dock.

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

Report No. Port Particulars of Examination and Repairs (if any) BS & S.TS.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and no detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? X

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

" Donkey " " " " X

Not done, state for what reasons? X

Parts of the Boilers could not be thus thoroughly examined? X

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? X

Date of internal examination of each boiler Nos. 1, 2, 3 - 20/6/41. Nos. 4, 5 - 21/6/41. Present condition of funnel (CL) Good. Nos. 6, 7 - 27/6/41.

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

Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

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

Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? X

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? X

Shaft now been drawn and examined? Yes/ Starboard only, Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Examination of Screw Shaft S 27-6-41 State the distance between lignum vitae bearing of stern bush and top of after bearing of screw shaft S close now rewooded

Parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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

Remarks:- Vessel placed in dry dock, P & S propellers, starboard stern bush and aft end of port stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Starboard Tail Shaft with continuous liner, examined and found or now placed in good condition.

The Secen 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.

P & S Turbines with double reduction gearing opened up by the Owners.

Continued.

Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record and starboard tail shaft (CL) seen 6-41.

Section 29) £ 305.00 Fees applied for 9-7-1941  
Repair Fee (if any) £ X :  
Section 29.) Received by me, 19  
Expenses (if chargeable) £ 6.00

*M. Mizoguchi*  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

tee's Minute  
20/10/41  
As now  
McKinnon  
Pc. 7.41

FRI. 7 NOV 1941

T.S.C.S. "HAKONE MARU".Now done:- (continued)

Turbine casings, rotors, rotor discs, blading and rotor shafting, thrust and tunnel shafting, condensers, G.S. pump, Nos.1 & 2 F.O. pumps, Nos.2 & 3 main feed pumps. P & S centrifugal pumps and air pumps, ballast pump examined and found in good condition.

No.1 (starboard) dynamo engine (turbine) examined and found in order.

S.R.L.:- Starboard tail shaft has now been drawn in and examined and found in good order.

Repairs due to wear and tear:- Now done:-

Port IP turbine No.8 expansion stage rotor blades (343 pieces) with packing piece and binding wires renewed.

Both IP turbine loose couplings overhauled and 2 coupling bolts renewed.

Both side emergency shut off valves overhauled and each main valve seat with studs renewed and faced up.

Port main condenser cooling tubes 600 pieces renewed with gland ferrules and packings.

Starboard main condenser cooling tubes 107 pieces renewed with gland ferrules and packing.

No.6 main boiler direct stop valve seat renewed and inlet valve seat renewed.

Soot blower steam stop valve seats 12 pieces, valves 4 pieces and valve spindles 4 pieces renewed.

7 lengths of internal feed pipes renewed.

Starboard generator pinion and main wheel with shafts renewed and bearing brasses remetalled.

Interim Certificate issued - copy attached.

At. due 5.41 Held  
Tributal & gauging examined. Some L.P.  
Sliding renewed & loose coupling bolts renewed  
Main engine & trials repair effected

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

Star. S. 6.41 At. 7.41

Without Special Consideration  
re Star. T.S.

Then  
5. 11. 41