

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

(Received at London Office)

19 JUL 1941

Date of writing Report 11/4/41 When handed in at Local Office 16 Apr. 1941 Port of Kobe.
No. in Survey held at Tama. Date, First Survey 10/3/41 Last Survey 27/3/1941.
Reg. Book. 75396 on the Machinery of the ~~Wakayama~~ Steel T.M.S. "HAKONESAN MARU".
Tonnage } Gross 6674
 } Net 4079 Vessel built at Tama. Jap. By whom Mitsui Bussan Kaisha, Ltd. When 1929 6mo.
Nominal Horse Power 951 NHP Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1929.
No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1929.
No. of Donkey Boilers 1 Owners Mitsui Bussan Kaisha, Ltd. Owners' Address --
Steam Pressure -- Managers -- Port Kobe. Voyage --
Main Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
Donkey Boilers 100 lbs. (State name of Dock.) Tama Dock. precisely as in Register Book & Supplements).

1st Report No. Port

Particulars of Examination and Repairs (if any) PART LMC(CS) & DBS

Medical 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 details 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 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 Damage Rept.-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? --

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

Where 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? --

What is the latest date of internal examination of each boiler? March, 1941.

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

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

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

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

Did the Surveyor examine all the mountings of the Main Boilers? --

Has the screw shaft now been drawn and examined? No 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? --

Has the shaft now been changed? -- If so, state reasons --

Has the 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? P. 1.5 m/m. S. 3 m/m.

What is the date of examination of Screw Shaft? --

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, See below.

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

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

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

Main and auxiliary engines opened up for survey as followw, found or now placed in good condition.

Port Main Engine:-

Nos.4, 5 & 7 cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends.

Nos.4, 5 & 6 crankshaft journals.

Starboard Main Engine:-

Nos.1 & 6 cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler 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, E.S. 2,11, B.S.M.S. 2,11, L.M.C. 2,11, or L.M.C. 140 lb., E.D., &c.)

As far as now seen, are in good condition and eligible, in my opinion, to be continued as classed,

LMC (C.S.) 5. 38. be retained with under dates **3. 41** and **D.B.S. 3. 41**

Fee (per Section 29) Yen 120:00

Fees applied for 1/4/41

Damage or Repair Fee (if any) --

Received by me, 19

Printing expenses (if chargeable) (See Hull Report)

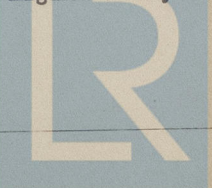
Committee's Minute

Signed

DBS 3. 41

FRI. 15 AUG 1941

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Forward (No.1) and Aft (No.3) Dynamo Engines:-

All parts together with compressor and air bottle.

Emergency compressor.

Inboard cooling water pump.

Inboard lubricating oil pump.

Starboard daily service tank - internally.

Steering pump.

The 1 Donkey Boiler was 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 burning installation for the donkey boiler examined under working condition and found in order.

REPAIRS DUE TO DAMAGE cause not stated.

Each 1 blade of Port and Starboard propellers were found slightly bent at the tip and now faired.

Propeller cone of Port found missing and now renewed.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engines, Port Nos.4 & 7 and Starboard Nos.2 & 8 cylinder heads renewed with proper tested material on account of crack on combustion surface, between valve pockets.

Main engine, Port Nos.4 & 7 crosshead brasses remetalled.

Nos.1 & 3 dynamo engine crank shafts slightly skimmed up, all brasses remetalled and religned.

Other minor repairs and adjustments effected.

Handwritten signature



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SP No 3 Dec 6.41 CP advanced
ONS held. Several cracked cylinders
have removed
Jenny repairs to propeller. Cause not
stated

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

Dec 3.41

Thru
12-8-41



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