Rpt. 9.

No. 10647.

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

(Received at London Office JUN 10 1938)

Date of writing Report 17/5/ 1938 When handed in at Local Office 19/5/ 1938 Port of Kobe.

No. in Reg. Book. 38484 Survey held at Innoshima. Date, First Survey 19/4/38 Last Survey 9/5/ 1938. (No. of Visits Three.)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S "HOKUZYU MARU" (EX "HOKUJU MARU")

Tonnage { Gross 4246 / Net 3003

Nominal Horse Power { 474 NHP

No. of Main Boilers 3 SB

No. of Donkey Boilers --

Steam Pressure in Main Boilers 180 lbs.

in Donkey Boilers --

Vessel built at Montreal. By whom Canadian Vickers, Ltd. When 1918 8mo.

Engines made at Montreal. By whom Canadian Vockers, Ltd. When 1918

Boilers, when made (Main) 1918 (Donkey) --

Owners Kitagawa Kaiun Kabushiki Kaisha Owners' Address (if not already recorded in Appendix to Reg ster Book.)

Managers Port Osaka Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Both Innoshima Dock.

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1 9,36		✠LMC 9,36
		TS(CL) 6,36
ssMdb.No.3-4,31.		
ssMdb.No.1-36.		

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

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

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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. --

In 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 --

Was 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 " " " --

If this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also 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 April, 1938. 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? 180 lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes., and of the Donkey Boiler? --

Has screw shaft now been drawn and examined? Yes. 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? No.

Has shaft now been changed? Yes. If so, state reasons See below.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

State date of examination of Screw Shaft 4/38 (N) State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft Close fit.

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

Is electric light ~~and power~~ fitted? Yes.

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, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

New Tail Shaft with continuous liner fitted, marked:- : LLOYD'S : No.3305 : 30-5-24 : D.D.W. :

The former shaft found fractured in way of key way near neck of cone.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, generally 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:-

Slight fractures were found on front columns of H.P., M.P. & L.P. cylinders, patches of steel plate of ⅝" applied and found efficient.

Stern tube bush lower half re-wooded.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in good condition and eligible, in our opinion, to be continued as classed with fresh record of BS 5,38 and Tail Shaft (CL) (N) fitted 4.38.

(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. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

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

Survey Fee (per Section 29) Yen 185:00

Special Damage or Repair Fee (if any) (per Section 29.) £-- : --:

Travelling expenses (if chargeable) (See Hull Report) £ :

Fees applied for 9/5/ 1938

Received by me, 19

Yamada & Ishima.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 28 JUN 1938

Assigned BS 5.38

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