

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

(Received at London Office

DEC - 1 1937

Date of writing Report

When handed in at Local Office

26 NOV 1937

Port of LIVERPOOL

No. in
Reg. Book.

Survey held at Birkenhead

Date, First Survey 9

Last Survey 16th Oct 1937

22084 on the Machinery of the Wood, Iron or Steel

"CAMDEN HILL"

"HOKUTU MARU"

Tonnage { Gross 4276
Net 2619

Vessel built at Montreal

By whom Canadian Vickers, Ltd. When 1918-8

Nominal
Horse Power { 474

Engines made at Montreal

By whom Canadian Vickers, Ltd. When 1918

No. of Main Boilers 353

Boilers, when made (Main) 1918

(Donkey) ✓

No. of Donkey Boilers

Owners Asakichi Kitagawa

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure

180 lb.

Managers

Port Osaka

Voyage

in Main Boilers

If Surveyed Afloat or in Dry Dock

Cannell Laid

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

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Def.

(Periodical Surveys, when held, must be reported in detail and serially 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? No

" " Donkey " " ✓

If this was not done, state for what reasons?

Boilers not prepared for survey.

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

Present condition of funnel(s)

Efficient.

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

To what pressure were they afterwards adjusted under steam? ✓

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? ✓

, and of the Donkey Boilers? ✓

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

, and of the Donkey Boilers? ✓

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

, and of the Donkey Boilers? ✓

Has 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 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? ✓

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

3/16"

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

Is electric light and/or power fitted? ✓

If so, 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.

Vessel placed in dry dock, propeller and outside fastenings examined and found in good order. Wear down as above.

NOTE: It was pointed out that the boiler survey became due in 9.37, but no information could be obtained regarding the carrying out of this survey.

General Observations, Opinion, and Recommendation:— The machinery 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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as seen is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : :

Fees applied for

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

Received by me,

Travelling expenses (if chargeable) £ : :

19

Committee's Minute LIVERPOOL

30 NOV 1937

Assigned

Deferred for B.S.

Engineer Surveyor to Lloyd's Register of Shipping.

012514-012521-0177

9/10/57

This image shows a vertical strip of aged, yellowed paper. The paper has a textured, slightly mottled appearance with some minor discoloration and a dark, irregular border on the right side, suggesting it is a page from an old book. The word "ter" is visible at the bottom left corner.