

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

(Received at London Office. THUR, 31 AUG 1899)

Date of writing Report 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at Tilbury Date, First Survey and Last Survey Aug 25th 1899

50 on the Machinery of the ~~Wood, Iron or Steel~~ Twin Sc. S. "Hakata Maru" Master

Tonnage Gross 6151 Net 3814 Vessel built at Glasgow By whom Dr W Henderson & Co When 1897 2

Registered Horse Power 550 Engines made at Glasgow When 1897 Boilers, when made (Main) 1897 (Donkey) ✓

No. of Main Boilers 4 Owners Nippon Yusen Kabushiki Kaisha Port Tokio Voyage Japan

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 200 # Surveyed ~~At sea or~~ in Dry Dock Tilbury Dry Dock

in Donkey Boilers ✓

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " 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? ✓

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? ✓

Has the propeller shaft been drawn and examined at this time? No. If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/4" bare each, Port & Starboard.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Vessel placed in dry dock.
Propeller, stern bush, and fastenings of all sea connections examined and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, so far as seen, is now in a safe working condition, and is eligible in my opinion to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

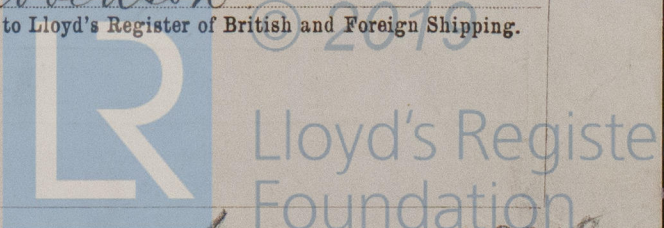
Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

Thos. Robertson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Assigned

FRI, 1 SEP 1899



LOW719 - 0218

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

*6m18D
31/8/97.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation