

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

(Received at London Office

18 AUG 1933

Date of writing Report 17/7/1933 When handed in at Local Office 17/7/1933 Port of Kobe.

No. in g. Book. 3456 Survey held at Imoshima. Date, First Survey 5/7/33 Last Survey 11/7/1933. (No. of Visits Three.)

on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "HAKKAI MARU".

Gross Tonnage 4903 Vessel built at Port Glasgow. By whom Russell & Co. When 1901 8mo.

Net Tonnage 3104 Engines made at Greenock. By whom Rankin & Blackmore. When 1901.

Nominal Horse Power 403 NHP Boilers, when made (Main) 1901. (Donkey) --

No. of Main Boilers 3 SB Owners Mitsuwa Shokai Kab. Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers Port Dairen. Voyage --

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both 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) IMC

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 (July 1933).

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? Yes To what pressure were they afterwards adjusted under steam? 184 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? 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 the distance between lignum vitae ~~packing ring~~ of stern bush and top of after bearing of screw shaft 5/32".

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, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

All cylinders, pistons, valves, chests, and rods, crank, thrust and intermediate shafting, condenser, pumps, and pumping arrangements examined and found or now placed in good condition.

The three 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:-

H.P. valve chest bored out and packing rings renewed.

Main Engine holding down bolts (12 in No.) renewed.

17 screw stays (broken or wasted) in 3 boilers renewed.

Lower man holde flange of starboard boiler built up by E.W. and doors refitted.

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

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

*IMC 7.33.

Survey Fee (per Section 28) £Yen. 225.00 Fees applied for 12/7/1933.

Special Damage or Repair Fee (if any) £ --

Travelling expenses (if chargeable) (See Hull Report). Received by me, 18/7/1933.

Committee's Minute FRI. 18 AUG 1933

Assigned + Lamb 7.33 Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register of Shipping

Foundation

W6160128

2020

490

18/7/1933

FRI. 18 AUG 1933

Committee's Minute

Assigned + Lamb 7.33

CERTIFICATE WRITTEN

Lloyd's Register of Shipping

Foundation

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

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

Pr. dub 4.33 Held

Survey held on engine
minor repairs effected

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

June 7.33

How
14.8.33

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation