

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

(Received at London Office)

MUN. MAR. 451923

Date of writing Report Dec. 23rd. 1922 When handed in at Local Office 10 Port of KOBE

No. in Reg. Book. 62419 Survey held at Tama, Uno Date, First Survey Dec. 7th Last Survey Dec. 18th 1922
(No. of Visits four)

on the Machinery of the Wood, Iron or Steel S/S "HORAISAN MARU"

Tonnage { Gross 6071 Vessel built at Osaka By whom Osaka Iron Works, Ltd. When 1917 - 11
Net 4433

Registered Horse Power 553 NHP Engines made at " By whom " When 1917

No. of Main Boilers 3 Boilers, when made (Main) 1917 (Donkey)

No. of Donkey Boilers 1 Owners Mitsui Bussan Kaisha Port Kobe. Voyage

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Mitsui Dryd
(State name of Dock.)

in Donkey Boilers 120"

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS (SRL)

(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? Yes

Do. " Donkey " " " No, Donkey Boiler now taken off ship.

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 Boiler? ✓

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? Now 2 separate 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? No If so, state reasons

Is the shaft now fitted new? ✓ 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 or lubricating point of stern bush and top of after bearing of screw shaft? 3/32"

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

NOW DONE:- Vessel placed in dry dock. Propeller, stern bush, sea cocks and valves with their shell fastenings, examined and found in good condition. Tail shaft, ^{with} now two separate liners, examined and found or now placed in good condition.

Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces, rods, condenser, pumps and piping examined and found or now placed in good safe working condition.

The Three Main Boilers, were examined over all parts with doors, mountings and safety valves and all found or now placed in good safe working condition.

The safety valves were adjusted under steam as stated above.

Note:- The Donkey Boiler has now been removed though in good condition, and the space is intended to be used later for Oil Fuel Settling Tanks.

Repairs due to wear and tear:- On P. main boilers- - valve seat of main stop valve renewed.

On S. Main boiler - - studs of re-inforcing rings (two) on S. wing furnace overhauled & tightened up.

General Observations, Opinion, and Recommendation:- P.T.O.

(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.S.M.S. 9,11, or L.H.C. 9,11, 140 lb., H.D., &c.)

The machinery and boilers of this vessel are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of LMC 12-22 and tail shaft seen 12-22, subject to ^{T.S.} being again examined in 12 months and that a new aft end liner with approved joint be fitted to this T.S. at that time.

Donkey Boiler entry in Register Book to be expunged.

Survey Fee (per Section 29) Yen 210.00 Fees applied for Dec. 1919-22

Special Damage or Repair Fee (if any) 40.00

Travelling Expenses (if chargeable) see Full Report

Received by me, Dec. 19 1922

Committee's Minute TUE. 13 MAR. 1923

Assigned + Amc. 12.22

Subject

CERTIFICATE WRITTEN

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S.R.L. (Limitation List)

Tail Shaft - the white metal caulking at liner joint was cracking and the aft portion of liner in way was slack. Test holes showed wasting under liner. A part of liner 3" long in way of joint was removed, and the shaft was found wasted about 1/8 to 3/16" on diameter.

Two short radial grooves (due to galvanic action) were cut out - one about 1/16" deep x 3/4" long, the other 3/16" deep x 3" long. The bare portion of shaft was afterwards wrapped with insulation tape.

At next annual survey, it is understood that this shaft will be removed, dealt with ashore and the spare shaft will be fitted.

It is recommended, if the condition of shaft permits, to remove aft liner, skim up and fit a new after liner with a tapered stepped joint, dovetailed and caulked with copper strip.

Qulatt.

Annual survey held November 1922. Found wasted at joint of liner part of liner cut away & shaft protected with insulation tape. Dry liner removed. It is submitted that this vessel is eligible for THE RECORD. T.L.M.C. 12.22 Subject to the survey being again examined before the end of Dec 23. 2 pumps D.B. awarded. 12.22 2 pumps C.H.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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