

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 3-MAR 1952)

Date of writing Report 9th Jan. 1952 When handed in at Local Office 19 Port of Kobe

No in Survey held at Kasadojima Date First Survey 6th Nov. Last Survey 8th Dec. 1951 (No. of Visits 6)

2174 on the Machinery of the S.S. "HAKUZAN MARU" (ex "ATLANTIAN")

Gross 6.598.54 Vessel built at Dundee By whom Caledon S.B. & E.Co.Ltd. When 1928 8

Net 3.999.96 Engines made at By whom (Donkey)

Nominal Horse Power 777 Boilers, when made (Main) Owners Miyachi Steamship Co.Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Main Boilers 4 Managers Port Kobe Voyage

No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Both

Steam Pressure in Main Boilers 215 (State name of Dock.) Kasadojima Dock.

in Donkey Boilers

Particulars of Examination and Repairs (if any) LMC TS & Conversion to O.F. Burning

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature 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 details of any letters respecting this case

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 7.51		+ LMC
SS Liv. 4,47		BS 11.51 3.51
		MS 4,47
		TSCL 12,49

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

Is 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

What parts of the Boilers could not be thus thoroughly examined?

At 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?

Latest date of internal examination of each boiler 6-11-51 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 215 lbs/sq.in

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 6-11-51 State the wear down in the stern bush Good fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Completed.

Work Done:-Ship placed in drydock, propeller aft end of stern bush, sea connections and valves with thier ell fastenings examined and found or now placed in good condition.

Screw Shaft with continuous liner drawn in, examined and found in good condition.

Main Engine:- All cylinders, pistons, slide valves and rods, crank, thrust and intermediate shafting, mps and condensers (tested) valves, cocks, pipes and strainers of the pumping arrangements and bilge stem, bilge injection valves opened up examined and found or now placed in good condition.

A selected number of main steam pipes also auxiliary steam pipes over 3" bore removed for examination and tested by hydraulic pressure to 2 x W.P.

Electrical Equipment:- Installations generally examined and tested under working condition. Fittings all main and sub. distribution switch board and boxes examined to ensure circuits are not overfused. Electric cables examined as far as practicable. Generators, cables, heaters fittings etc. tested insulation resistance found to be not less than 100,000 ms.

Boiler Survey:- The 4 main boilers examined internally and externally together with doors, mountings and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above.

P.T.O.

General Observations, Opinion, and Recommendation:-

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 110 lb., FD, &c.)

CS 3.34

The machinery and boilers of this ship are in good condition and eligible in my opinion to be continued as classed with fresh record of +LMC 12.51 and Screw Shaft (CL) seen 11.51 and to have the notation of Fitted with Fuel Oil 12.51 F.P. above 150°F.

Key Fee (per Section 29) Y102,816-

C.F. Conversion Y 30,240-

Special Damage or Repair Fee (if any) £

(per Section 29.) Sunday Attend. Y 10,500-

Rolling expenses (if chargeable) Y 27,780-

THU 10 JUL 1952

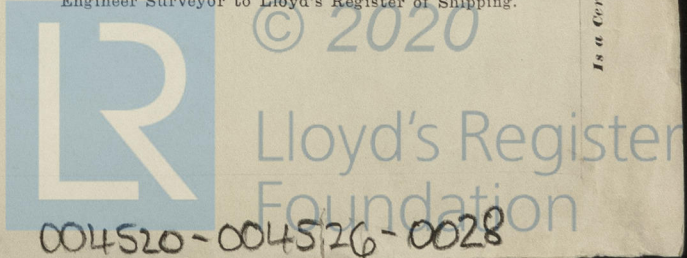
+LMC 12,51

S 11,51

Fees applied for 19

Received by me, 19

Mr. Samakura,  
Engineer Surveyor to Lloyd's Register of Shipping.



CERTIFICATE WRITTEN.

Fitted for oil fuel 12.51 F.P. above 150°F.

004520-004526-0028



Repairs due to Wear & Tear:-

1st M.P. piston ring renewed.  
Both Weirs feed pumps, steam and water piston rings and slide valve renewed.  
Bilge pump, steam and water piston rings and slide valve renewed.  
Ballast pump, steam and water piston rings renewed.  
Both Dynamo engines, slide and governor valve renewed.  
Both fan engines, piston renewed.  
Sanitary pump replaced with a new Weirs type pump  
Capacity 20M<sup>3</sup>/hour steam cyl. diam. 250 m/m water cyl. diam. 180 m/m stroke 500 m/m and revolution 16.  
2 lengths of aux. feed pipe (steel) renewed. Same Hydraulically tested.  
One length of bilge pipe (steel) renewed.

Boilers:- After P & S boilers:- All furnaces crown set down and now packed up. After S. boiler:- 7 small stays renewed. <sup>ted</sup>  
Stern Bush lower half of lignamvitae rewooded.

Conversion to F.O. burning:- Coal burning system have now been altered to fuel oil burning in accordance with the rules and approved plan.  
2 New daily service F.O. settling tanks with their fitting and connections have now been fitted and 2 unit of F.O. Burning arrangements consist of 2 F.O. pressure pumps, 2 F.O. heaters, one F.O. priming pump and heater one F.O. shifting pump also piping and smothering installations <sup>are</sup> as per approved plan attached hereto.

The above installations were tested under working condition and found satisfactory.

Particulars:- F.O. Pressure Pumps - Weir type 20.5M<sup>3</sup>/hour. Diam. steam 180 m/m oil 130 m/m stroke 460 and RPM 28.  
F.O. pressure pump:- rotary pump:- about 20 M<sup>3</sup>/hours at 800 R.P.M.  
F.O. transfer pump:- Worthington type 120M<sup>3</sup>/hour diam. steam 205m/m oil 230 m/m stroke R.P.M. 52.

Ships name and Owners etc altered at this time as follows:-

Ships Name "HAKUZAN MARU"  
Owners:- Miyachi Steamship Co.Ltd.  
Tonnage Gross:- 6,598.54  
Tonnage Nett 3,999.96  
Offician No. 68199  
Signal Letters J.I.O.P.  
Port of Registry:- Kobe, Japan.

Interim Certificate issued, copy attached hereto.

*Wm*



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Foundation