

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

(Received at London Office)

AUG 19 1940

Date of writing Report 1st July, 1940. When handed in at Local Office 1st July, 1940. Port of YOKOHAMA
 No. in Reg. Book. 25551 Survey held at YOKOHAMA Date, First Survey 13th June, 1940. Last Survey 25th June, 1940.
75397 on the Machinery of the Wood, Iron or Steel T.Sc.S. "HAKOZAKI MARU" (No. of Visits Four)

Tonnage { Gross 10413 Vessel built at Nagasaki By whom Mitsubishi Zosen K. Id. When 1922-6
 Net 6310 Engines made at Nagasaki By whom Mitsubishi Zosen K. Id. When 1922
 Nominal Horse Power 1590 Boilers, when made (Main) 1922 (Donkey) X
 No. of Main Boilers 7SB Owners Nippon Yusen K.K. Owners' Address X
 No. of Donkey Boilers X Managers X (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lbs Port Tokyo Voyage X
 in Donkey Boilers X If Surveyed Afloat or in Dry Dock Both.
 (State name of Dock.) M.J.K. Yokohama Dock.

Last Report No. Port
 Particulars of Examination and Repairs (if any) BS part Machy.

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 X

Was a damage report made by anyone else? If so, by whom? X

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

" " Donkey " " " X

If this was not done, state for what reasons? X

And what parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler No.1 15/6/40. Nos.2,3,4,5 -13/6/40 Present condition of funnel X Good
Nos.6 & 7 -18/6/40

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

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

Has screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has shaft now been changed? X If so, state reasons X

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft 1-38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft S 6 m/m

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Seven (7) Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

P & S turbine casings, rotor discs, blading and rotor shafting, thrust and tunnel shafting, condensers, Nos.1,2,3 main feed pumps, Nos.1,2,3,4, Fuel oil pumps. Ballast pump, general service pump examined and found in good order.

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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 120 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with record of BS 6-40,

Survey Fee (per Section 29)..... £ 270.00

Special Damage or Repair Fee (if any)..... £ X

Travelling expenses (if chargeable)..... £ 3.00

Committee's Minute TUE 27 AUG 1940

Assigned B.S. 6,40

Fees applied for
25-6-1940
 Received by me,
28-6-1940

Engineer Surveyor to Lloyd's Register of Shipping.

M. Higashimura

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Lloyd's Register
 Foundation

009116.009121.0148

BS held. Engines partly exam.

BS 640

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23/8/40

