

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

(Received at London Office)

-9 SEP 1941

Date of writing Report 14/7/41 When handed in at Local Office 14/7/41 Port of Kobe.

No. in Reg. Book. 75611 Survey held at Kobe. Date, First Survey 23/6/41 Last Survey 12/7/41 (No. of Visits Three.)

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "HAWAII MARU"

Tonnage { Gross 9467 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1915 Smo. 8mo.  
Net 5916 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1915.

Nominal Horse Power 895 NHP Boilers, when made (Main) 1915. (Donkey) --

No. of Main Boilers 5 SB Owners Osaka Syosen Kabusiki Kaisya. Owners' Address Osaka. Voyage --

No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Port Osaka. Voyage --

In Donkey Boilers -- (State name of Dock.) Mitsubishi Dock.

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) LMC & TS.

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.

" " 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? --

State latest date of internal examination of each boiler July, 1941. Present condition of funnel(s) Good

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? -- 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 Boilers? --

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

Has screw shaft now been drawn and examined? Yes / (P & S) Is it fitted with continuous liner? Yes. 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 --

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 date of examination of Screw Shaft July, 1941/ State the distance between lignum vitae ~~of bearing~~ of stern bush and top of after bearing of screw shaft P & S Close fit.

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

Is electric light ~~used~~ fitted? Yes.

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

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

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.

Port and Starboard Tail Shafts with continuous liner examined and found in good condition.

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

The 5 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.

The oil fuel installation for boilers examined under working condition & found in order.

**WEAR & TEAR REPAIRS:-** Port & starboard stern bushes - rewooded.  
Port crank shaft lifted up and realigned.  
Other minor repairs effected.

**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.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.) are in good condition and eligible, in our opinion, to be continued as classed with fresh record of L.M.C. 7, 41.

Survey Fee (per Section 29) Yen :275:00 Fees applied for 14/7/41

Special Damage or Repair Fee (if any) -- (per Section 29.)

Travelling expenses (if chargeable) (See Hull Report). Received by me, 19

Committee's Minute FRI. 19 SEP 1941

Assigned + Amb. 7.41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Order 641 Steel.

Survey, hull on engine  
minor repairs effected

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

+ Luss. 7.41

Ylus  
17. 9. 11

Both 8. 7. 41



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