

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

(Received at London Office)

Surveying Report 22nd Nov. 1915 When handed in at Local Office 19 Port of Kobe

Survey held at Kobe Date, First Survey 12 Oct Last Survey 28th Oct 1915 (No. of Visits 4)

Description of Ship on the Machinery of the ~~Wood, Iron or Steel~~ Twin Screw Steamer "HAWAII MARU" Master

Gross 9482 Net 5980 Vessel built at Kobe, By whom Kawasaki Dockyard Co. Ltd. When 1915

Engines made at do By whom do When do

Boilers, when made (Main) 1915 (Donkey) -

Owners Osaka Shosen Kabushiki Kaisha Port Osaka Voyage Hong Kong

Boilers 5 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Boilers 200 lbs.

Report No. Port
Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on Damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not also whether any damage report was made, and, if so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
" Donkey " " None

Not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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? Yes

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

Surveyor examine the Safety Valves of Donkey Boiler? Yes, and of the Donkey Boiler?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? None, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?

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

Have the flues now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Have the flues now been changed? If so, state reasons Has it a continuous liner? or two liners? or is it without liners?

Is the space between lignum vitae of stern bush and top of after bearing of screw shaft? Complete

Is not complete state what arrangements have been made for its completion and what remains to be done? Complete

This vessel arrived from Seattle with the crowns of the flues (Morison suspension flues) of our boilers partially collapsed. It is stated that the collapses occurred when seven days from Seattle. It is also stated that the boilers had been cleaned before leaving Seattle.

A thin deposit of oil and scale was found on the heating surfaces and shells of the boilers. In the fifth boiler (after starboard) the only one in which the furnaces showed collapse, there was found a deposit of oil at the water level on shell and stays but none elsewhere.

In each of the four boilers with collapsed furnaces the cast iron pipe connection of the gauge with the boiler front end plate just below the middle smoke tube nest was found cracked. In the fifth boiler this casting was intact.

The worst collapse was in the starboard flue of the forward starboard boiler in which depression of the crown was about eight inches. This flue has now been replaced by a similar

Observations, Opinion, and Recommendation:—
By 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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 08, B.&M.S. 9, 08, or ½ L.M.C. 9, 08, (B.S., F.D., &c.)

The machinery where seen is now in good condition and eligible in my opinion for the B.S. 10, 15.

Section 39) Yen 100 £ 10 - - Fees applied for 17/11 1915

For Repair Fee (if any) £ : : Received by me, 18/11 1915

Section 40) British & Foreign (if chargeable) £ : :

Surveyor's Minute TUE. JAN. 18. 1916

A. L. Jones

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI. 4 FEB. 1916



Lloyd's Register Foundation

MACHINERY CERTIFICATE

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

Morison Suspension flue marked No.M.907 B which was in stock at Kawasaki Dockyard, after the new flue had been fitted this boiler was hydraulic tested to 245 lbs per sq.in. and found tight. The middle flue of this boiler was not appreciably depressed and has not been dealt with.

The remaining ten flues of the four boilers have been heated and set up fair the depressions being from 1" to 3" Gun metal pipe distance pieces for the lower connections of the water ganges have been substituted for the cast iron ones in all boilers.

The boilers and mountings have been examined and found otherwise in good condition.

Two feed water filters are in use and have been overhauled.

A.H.J.

Boiler Survey Log
Repairs effected to 4 boilers
for damage due to oil deposit

It is submitted that
this vessel is eligible for
THE RECORD B.S. 10.15-

27/11 1916
A.H.J.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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