. 9.

No. 11876

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

(Received at London Office -4 DEC 1941)

of writing Report 30/8/ 19 41. When handed in at Local Office 30th Aug 19 41. Port of Kobe.

in ook. Survey held at Osaka. Date, First Survey 14/8/41 Last Survey 26/8/ 19 41.

4 on the Machinery of the ~~Kxxxxxxxx~~ Steel T.M.S. "HIE MARU". (No. of Visits Four.)

ge { Gross 11621 Net 6818

nal Power } 2187 NHP

Main Boilers --

key Boilers 2

ssure— Boilers --

ey Boilers 120 lbs.

Vessel built at Yokohama. By whom Yokohama Dock Co. Ltd. When 1930 8mo.

Engines made at Copenhagen. By whom Akt. Burmeistre & Wain. When 1930.

Boilers, when made (Main) -- (Donkey) 1930.

Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Tokyo. Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Sakurajima Dock.

Report No. Port

culars of Examination and Repairs (if any) PART LMC(CS), TS & DBS.

l Surveys, when held, must be reported in detail and seriatim 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ing detailed in the body of the report, should be briefly summarised at the end of the report. State also the d initials of any letters respecting this case. --

e cases where the Surveyor has not made a special damage report he is required to state whether he d his services for this purpose, and why they were declined --

mage report made by anyone else? If so, by whom? --

rveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

" Donkey " " " Yes.

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 r to assure himself of the thorough efficiency of those parts of each Boiler? --

t date of internal examination of each boiler August, 1941. Present condition of funnel(s) Good

rveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

rveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs.

rveyor examine all the manholes, doors and their fastenings of the Main Boilers? --, and of the Donkey Boilers? Yes.

rveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boilers? --

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

shaft now been drawn and examined? Yes / (Port only) 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

now been changed? No If so, state reasons --

haft 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? --

of examination of Screw Shaft Aug.1941/ (Port only) State the distance between lignum vitæ or ~~XXXXXXXXX~~ of stern bush and top of after bearing of screw shaft P. Close fit. S. 5 m/m.

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

Is electric light and/or power fitted? Yes.

the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (As/Report).

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

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Assigned now or Period.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 8,40 withfreeboard.		✠LMC(CS) 7,39 2,40
		DBS 2,40
Fitted for carrying oil 8,30 F.P.above 150°F.in 3 deep tanks aft.		✠Lloyd's RMC 8,40
		TS(CL)P 7,40 S 7,39
ssOsa.No.2-39.		Oil Engines Continuous Survey.

Insert Character of Ship and Machinery precisely as in the Register Book

NE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves their shell fastenings examined and found or now placed in good condition.

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

The following parts of main and auxiliary engines opened out, examined and found or now in good condition.

AIN ENGINES:-	PORT	STARBOARD
Cylinders, pistons, valves, gears & covers.	Nos.3 & 8.	No.3.
Connecting rods and top ends.	Nos.3 & 4.	Nos.2, 3 & 6.
Bottom ends.	No.6.	No.8.
Crankshaft journals.	No.1.	Nos.6 & 8.
Thrust and Intermediate shafts.	Port.	Starboard.

(P.T.O.).

ral Observations, Opinion, and Recommendation:— The machinery and donkey boilers of this

e 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.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 8,31,

, so far as now seen, are in good condition and eligible, in my opinion, to be continued as d, ✠L.M.C. (C.S.) 7.39. be retained with fresh under date 8, 41. D.B.S. 8, 41. 3

rt Tail Shaft (CL) seen 8,41.

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

s (per Section 29) Yen 155:00

mage or Repair Fee (if any) (per Section 30) -- £ -- :

ng expenses (if chargeable) (See Hull Report).

Fees applied for 26/8/ 19 41

Received by me, 19

K Takedaya

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 30 DEC 1941

mittee's Minute

gned C. DBS. 8.41

9.41

00 9711-00 9720-0074 1/2

AUXILIARIES:-

No.1 (Starboard) Auxiliary Diesel Engine.

Nos.2, 3 & 6 cylinders, pistons, valves, gears and covers, connecting rods, gudgeons, and bottom ends.

Nos.1, 2, 3, 4, 5, 6, 7 & 8 crank shaft journals.

Air compressor - complete.

Air Reservoirs:-

No.3 (Inboard Aft) L.P. air reservoir - internally.

No.2 (Starboard Aft) H.P. spare air bottle - internally.

Blast air bottle for No.1 Auxiliary diesel engine - internally.

Pumps:-

No.2 (Starboard Inboard) lubricating oil pump.

No.4 (Port Outboard) main cooling water pump.

No.2 (Port) auxiliary cooling water pump.

No.1 (Starboard) donkey feed pump.

No.2 Fuel oil unit pump (motor driven).

The 2 Donkey 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.

The oil fuel installation for donkey boilers examined under working condition and found satisfactory.

S.R.L.:- DBS has now been completed.

REPAIRS DUE TO WEAR AND TEAR:-

No.1 (Starboard) auxiliary diesel engine:- No.1 piston - renewed on account of packing rings grooves heavily worn and new piston marks as follows:-

LLOYD'S No.7698-C. W.T.P. 70 & 5 KGS. F.I. 4-6-40, LR.

Other minor repairs and adjustments effected. K.E.

C.P. advanced
O.B.S. due 2.41 Held
minor repairs

It is submitted that
this vessel is eligible for
THE RECORD. O.B.S. 8.41

Port S. 8.41

C.

JHm
22.12.41

It is submitted that
this vessel is eligible for fresh
RECORD of Survey
3.41 for the oil engines.