

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

(Received at London Office 9 - MAY 1941)

Date of writing Report 25/3/41. When handed in at Local Office 29th Mar. 1941 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 26/2/41 Last Survey 8/3/1941. (No. of Visits Four.)

5965 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "HOKKO MARU".

Gross 5347 Net 3253 Vessel built at Sunderland. By whom Short Bros. Ltd. When 1918 7mo.

Engines made at Sunderland. By whom N.E. Mrine Eng. Co. When 1918.

Boilers, when made (Main) 1918. (Donkey) --

Owners Yamashita Kisen Goshi Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.) Dairen. Voyage

Managers Yamashita Kisen Kabushiki Kaisha. Port Dairen.

If Surveyed Afloat or in Dry Dock Both Innoshima Dock.

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

CHARACTER. *100A1 2,40 Machinery and Boiler Surveys (including date of N.B., if any) *LMC 2,40 TS (CL) 2,40

ss Yka. No. 3-5, 31. ss Kob. No. 2-39.

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

Periodical Surveys, when held, must be reported in detail and verbatim 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 initials of any letters respecting this case.

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

as 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

Why was this not done, state for what reasons?

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

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 February, 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? 180 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 all the manholes, doors and their fastenings of the Donkey Boilers? -- 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 the drain plugs of the Donkey Boilers? -- and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? Yes. 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 -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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 Mar. 1941. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 1 1/8".

Is electric light fitted? Yes.

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

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, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

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

The 3 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.

REPAIRS DUE TO WEAR AND TEAR:-

No.1 main bearing upper brass - remetalled.

All main engine guide shoes and thrust horse shoes (astern side) - remetalled. (P.T.O.)

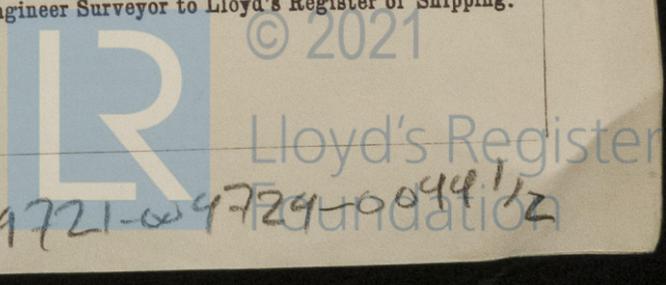
General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.S.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of *L.M.C. 3, 41. and Tail Shaft (CL) seen 3,41.

Survey Fee (per Section 29) Yen : 275 : 00 Fees applied for 12/3/1941
Special Damage or Repair Fee (if any) (per Section 29.)
Travelling expenses (if chargeable) (see Hull Report) Received by me, 19

Committee's Minute TUE. 20 MAY 1941
Assigned + d.m.b. 3.41

O. A. ...
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

CERTIFICATE WRITTEN

WEAR & TEAR REPAIRS:- (Cont.)

Auxiliary condenser both tube plates - renewed and afterwards tested.

About 100 smoke tubes and air tubes on boilers - expanded.

2 bronze propeller blades slightly cracked at tip and one blade slightly cracked at leading edge - part cropped and new pieces cast on.

Other minor repairs and adjustments carried out. NA



© 2021

Lloyd's Register
Foundation

009721-009729-009907/2

Pr. due 2.41 Held
Survey held on engines
Propeller repaired & minor engine

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

+ Line 3.41

S. 3.41

Yma
15.5.41

