

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

(Received at London Office)

19 JUL 1941

Date of writing Report 30/4/1941 When handed in at Local Office 30<sup>th</sup> April 1941 Port of Kobe.

No. in Reg. Book. 19183 Survey held at Osaka. Date, First Survey 26/3/41 Last Survey 22/4/1941.  
(No. of Visits Four.)

19183 on the Machinery of the ~~Wood~~ Steel T.S.S. "AFRICA MARU".

Tonnage { Gross 9476 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918 3mo.  
Net 5941

Nominal Horse Power { 993 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918.  
Main Boilers 5 SB Boilers, when made (Main) 1918. (Donkey) --

Managers Osaka Syosen Kabusiki Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.)  
Port Osaka. Voyage --

Pressure of Donkey Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Sakurajima Dock.

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

Report No. LMC Port Osaka.

Particulars of Examination and Repairs (if any) LMC

When held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

Has a special 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? --

Were the parts of the Boilers which could not be thus thoroughly examined examined by 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? --

What was the latest date of internal examination of each boiler? March, 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 the shaft now been drawn and examined? No. (See note below) Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has the shaft now been changed? -- 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 the distance between lignum vitae of stern bush and top of after bearing of screw shaft S. 6 m/m.

Are the electric light fittings fitted? Yes.

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

Is the machinery complete? Complete.

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

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, pumps, 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 in good condition. Safety valves adjusted under steam as stated above.

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

DEFECTS DUE TO WEAR AND TEAR:-

Starboard Main engine H.P. crosshead brass - renewed. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh record of 4.41.

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, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

per Section 29) Yen 240:00 Fees applied for 23/4/1941

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

Expenses (if chargeable) (See Hull Report)

Received by me, K. D. Dandaya, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 29 JUL 1941

End t.l.m.b. 4.41

CERTIFICATE WRITTEN

Lloyd's Register Foundation

005635-005643-0235 1/2

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

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

CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

\*100A1 5,40 Shelter dk with freeboard. \*LMC 5,40 \*Lloyd's RMC 5,40 TS (CL) S 4,40 P. 3,41

Fitted for oil fuel 3,24 F.P. above 150°F.

ssKob. No. 3-9, 30. ssKob. No. 2-38.

P & S main condensers - top halves of small tubes, drawn out, cleaned and refitted in good order, and on completion of repairs tested by a head of water head and found tight.

Weirs' feed pump, port side, steam cylinder liner - skimmed up and packing rings - renewed.

Other minor repairs and adjustments effected.

NOTE:- The Owners stated that the Port Tail Shaft, now due, but will be drawn in for examination at next intermediate docking, as the time did not permit to draw in for examination by Government restriction, and the grade of wear down of lignum vitae clearance carefully examined and do not affect the seaworthiness of the vessel and recommended that the examination be postponed until next docking.

The above Owners' request is submitted for the favourable consideration of the Committee. *K.S.*



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B.S. dated 5.41 Sheld

Survey held on engines

Minor repairs effected

Port Screw shaft dated 3.41 It was not

possible to clean the shaft at this time

It is stated the will be done at next

docking. Submitted for approval.

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

+ Recd. 4. 41

Plus

25.7.41



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