

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

(Received at London Office)

14 AUG 1931

Date of writing Report 23/7/1931 When handed in at Local Office 28-7-1931 Port of Kobe.
 No. in Survey held at Kobe. Date, First Survey 2/7/31 Last Survey 21/7/9 31.
 (No. of Visits Four.)
 on the Machinery of the Wood, Iron or Steel TWIN SCREW STEAMER "AFRICA MARU".
 Gross 9414 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha. When 1918 3mo.
 Net 5935 Engines made at Nagasaki. By whom Mitsubishi Zosen Kaisha When 1918.
 Nominal Horse Power 993 NHP Boilers, when made (Main) 1918 (Donkey) --
 No. of Main Boilers 5 SB Owners Osaka Shosen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers -- Managers Osaka. Port Osaka. Voyage --
 Steam Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
 in Main Boilers -- (State name of Dock.) Mitsubishi Dock. precisely as in Register Book & Supplements.)
 in Donkey Boilers --

Last Report No. Port LMC & TS

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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.

1 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

Do. " 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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 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 Boiler? --

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

Was screw shaft now been drawn and examined? Yes (S. 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

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

Was 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 or bearing metal of stern bush and top of after bearing of screw shaft P. 134/1000". : S. 90/1000".

Complete.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

NOW DONE: Vessel placed in dry dock, P & S propellers, starboard stern bush and aft end of port stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Starboard Tail shaft with continuous liner examined and found or now placed in good condition.

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

Dynamo engine opened up and examined. Electric leads and switchboard fittings examined. All installation examined under working conditions.

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. P.T.O.

General Observations, Opinion, and Recommendation:—The machinery and boilers of this vessel are (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.A.M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)
 in good condition and eligible in my opinion to be continued as classed with fresh record of *LMC
7.31 and starboard tail shaft (CL) seen 7.31.

Survey Fee (per Section 28) yen 275.00 Fees applied for 22/7/1931
 Special Damage or Repair Fee (if any) yen 30.00 Received by me, (See Hull Report).
 Travelling expenses (if chargeable) --

Committee's Minute 21 AUG 1931
 Assigned + L.M.C. 7-31
S(s) 7-31
 CERTIFICATE WRITTEN.

K. Kishigami
 Engineer Surveyor to Lloyd's Register of Shipping.

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REPAIRS DUE TO DAMAGE:- Stated caused by starboard propeller striking O.S.K. Wharf wall or Shanghai when coming out of that port for Kobe, on the 24th. June 1931. For further particulars please see Log Books and Kobe damage report dated 22nd. July 1931.

Starboard "B" bronze blade buckled at tip, removed, faired, welded up with metal and placed on board as spare and new spare blade fitted in place.

REPAIRS DUE TO WEAR AND TEAR:-

P & S H.P. piston packing rings renewed.

Port M.P. & H.P. crank pin brasses remetalled.

P & S L.P. slide valve spindles welded up and faired.

Port L.P. crosshead pin skimmed up and brass remetalled.

Starboard L.P. ahead guide shoe remetalled.

Starboard sole plate holding down Bolt 1 off renewed.

Condenser division plate fitted with patch.

About 100 smoke tubes faired by expanding.

several small stays renewed.

Boiler room checkered plates renewed.

A new screw shaft placed on board as spare and marks as follows:-

C3624A2

LLOYD'S
No. 3057
27-5-31
H.A.G.I.R.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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