

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

(Received at London Office)

-8 DEC 1932

Date of writing Report 14/11/1932. When handed in at Local Office Nov. 15th 1932. Port of Kobe.

No. in Reg. Book. 56596 Survey held at Kobe. Date, First Survey 18/10/32. Last Survey 10/11/1932. (No. of Visits Four.)

on the Machinery of the ~~Wood, Iron or Steel~~ TWIN SCREW STEAMER "AFRICA MARU".

Tonnage { Gross 9423 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha. When 1918 3mo.
Net 5941

Nominal Horse Power { 993 NHP Engines made at Nagasaki. By whom Mitsubishi Zosen Kaisha When 1918.
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.)
Managers Osaka. Port Osaka. Voyage --

No. of Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 200 lbs (State name of Dock.) Mitsubishi Dock.

No. of Donkey Boilers -- Last Report No. LMC Port Osaka

Particulars of Examination and Repairs (if any) LMC

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.

In 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? --

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? --

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 Boiler? --

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

Has the screw shaft now been drawn and examined? No 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? --

What is the distance between lignum vitae ~~lubricating block~~ of stern bush and top of after bearing of screw shaft? P. & S. 5/32"

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

WORK DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, shell fastenings and connections examined and found in good condition.

P & S Engines opened up for survey:

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

Steam Pipes examined in place.

Five Main Boilers examined over all parts with doors, mountings and safety valves and found now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:- Minor repairs effected.

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

is in good condition and eligible, in my opinion, to be continued as classed with fresh record of

Class 11, 32.

Fee (per Section 25) Yen 200:00 Fees applied for 10/11/1932
Damage or Repair Fee (if any) ---
Travelling expenses (if chargeable) --- (See Hull Report).
Received by me, 19

Committee's Minute TUE. 20 DEC 1932

Assigned + L.M.C. 11.32

CERTIFICATE WRITTEN.

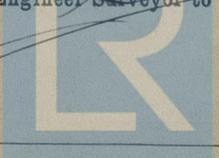
CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned and expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	5.32	*LMC 5.32
Shelter dk with freeboard.		TS (CL) S 7.31 P 5.32
Fitted for oil fuel 3.24 R.P. above		*Lloyd's RMC 150°F. 5.32
ss Kob. No. 3-9.30.		

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

Surveyors

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

A. E. Muro © 2021
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005635-005643-0256

Bs. dat 5.33 how held

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.

Survey held on 21/11/32

It is submitted that
this vessel is eligible for
THE RECORD

+Lmc 11.32

J.P.M.
19.12.32

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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