

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

No. 1440

Date of writing Report 2nd April, 1924 When handed in at Local Office 2nd April, 1924 Port of NAGASAKI.

(Received at London Office. WED. APR. 30 1924)

Survey held at NAGASAKI. Date, First Survey 10 Nov. 23. Last Survey 17th March 1924

2269 on the Machinery of the ~~Head Iron~~ Steel Twin Screw Steamer "AFRICA MARU". (No. of Visits 24)

Gross 9500 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha. When 1918.-3

Net 5993 Engines made at Nagasaki. By whom Mitsubishi Zosen Kaisha When 1918.

993 Boilers, when made (Main) 1918. (Donkey) /

5 of Main Boilers Owners Osaka Shosen Kaisha. Port Osaka. Voyage /

of Donkey Boilers / If Surveyed Afloat or in Dry Dock Dry Dock.

Pressure 200 lbs (State name of Dock.) No. 3 Mitsubishi.

Donkey Boilers /

Report No. Port

Particulars of Examination and Repairs (if any) ANNUAL.

Surveyors, 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 initials of any letters respecting this case.

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.

Year and month when surveyed.

Machinery and Boilers (including date of R.B. if any).

*100AI Shelter dk with freeboard 5.23.

SSH.Kg.No.1-22.

Port tail shaft seen 2.22.

Starboard tail shaft new 5.23.

Age 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? /

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

" Donkey " " " /

Is 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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? /

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Surveyor examine the Safety Valves of Donkey Boiler? / To what pressure were they afterwards adjusted under steam? /

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? /

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? /

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

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? No

Now been changed? / If so, state reasons /

Is it now fitted new? / Has it a continuous liner? / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /

Distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Starboard 9/64". Port 1/8".

Surveyor is not complete state what arrangements have been made for its completion and what remains to be done? /

Rollers, outer end of stern bushes, & fastenings of sea connections examined & found in good condition.

Protective liner of starboard tail shaft, which was removed 5.23. now renewed, and the shaft now used as spare.

Engines, pistons, slide valves, crank, thrust and tunnel shafts, pumps and condensers examined, found in good condition.

Connections, and the valves, cocks, pipes and strainers of the pumping arrangements examined and found in good order.

Boilers examined internally and externally and placed in good condition. A lamination on the side of the centre furnace of No.2 Boiler was chipped out, and built up by gas welding.

Pipes and the principal boiler mountings examined, and the safety valves set to 200 lbs. per sq.in. The Main Boilers were tested to 250 lbs and the Main Steam Pipes, and the Main & Auxiliary Pipes to 400 lbs per sq.in. by hydraulic pressure, and found satisfactory.

General Observations, Opinion, and Recommendation:—

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 a like any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, R.S. 9,11, B.&M.S. 9,11, or R.L.M.C. 9,11, 140 lb., F.D., &c.)

Engines and Boilers of this vessel are now in good order and safe working condition, and are fit, in my opinion, to remain as classed with record of survey LMC, 3.24 and the condition of "Fitted for Oil Fuel 3.24. F.P. above 150° F".

(per Section 95) Annual £ 200:00 Fees applied for 19. 3 1924 asw.

Damage or Repair Fee (if any) £ : : Received by me, 31. 3 1924

Fuel Installation. " 250:00

Expenses (if chargeable) £ : :

Committee's Minute FRI 9 MAY 1924

+ L.M.C. 3.24

Life for oil fuel 3.24

20 above 150° F.

Is a Certificate required? If so, to be sent to Nagasaki Office.

005635-005643-0265

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Oil Fuel Installation.

Fuel

This vessel has now been altered to Oil/Burning on the Wallsed - Howden System, in accordance with the requirements of Section 49 of the Rules., All the necessary piping for the Oil Fuel Installation has been fitted to the Fore Peak Tank, Double Bottom Tank Nos.1, 2, 3, 6, 7 & 8, Cross Bunker Tank, and to the Settling Tanks. The pipes, heaters and their fittings were tested after jointing to 400 lbs, per sq.in. and the Oil Fuel pipes within the engine and boiler spaces to 30 lbs, per sq.in., after jointing, and found satisfactory.

The motive power of all oil transfer and fuel pressure pumps, the steam supply for the fire extinguishing apparatus, and the suction valves to the Settling Tanks, Cross Bunker Tank and the Fore Peak Tank are all controlled from the deck.

The drain valves to the Settling Tanks are of the self closing type.

The installation has been tested under working conditions, and found satisfactory.

This installation is a duplicate of the s/s "Arizona Maru", Nagasaki Report No.1431.

Plans of the above alterations, piping &c, sent under separate cover.

a.s. Williamson

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.

*As due 3.24. am held & machinery saved.
Oil fuel burning installations fitted.*

to M.C. 3.24.

fitted for oil fuel. 3.24.

2. P. above 150° F.

*W.A.
6/5/24*



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