

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

(Received at London Office)

JUL 24 1940

of writing Report 7/6/ 40. When handed in at Local Office 7th June 1940 Port of Kobe.

in Survey held at Kobe. Date, First Survey 17/5/40 Last Survey 7/6/1940.
(No. of Visits Three.)

788 on the Machinery of the ~~Steel~~ S/S "BENGAL MARU"

Gross 5399
Net 3259 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1921 5mo.

Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1921.

Boilers, when made (Main) 1921. (Donkey) --

Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Tokyo. Voyage --

Donkey Boilers --

Pressure 200 lbs

Boilers --

Boilers --

If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Mitsubishi Dock.

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

Report No. Port

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

Surveys, when held, must be reported in detail and serially 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.

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

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?

Latest date of internal examination of each boiler May 1940. Present condition of funnel(s) Good

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 Boilers? --

Surveyor examine the drain plugs of the Main Boilers? -- , 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? 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

Shaft now been changed? No If so, state reasons --

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? --

Distance of examination of Screw Shaft 5/40 State the distance between lignum vitae or ~~other~~ of stern bush and top of after bearing of screw shaft 3 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and/or~~ fitted? Yes.

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

DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shellings 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 steam and feed pipes were tested by hydraulic pressure to 2 times W.P., and found in

r.

Electric Installation megger tested, switchboard and fuses examined and found in good condition, installation afterwards tested under working conditions with satisfactory results.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves 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

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

in good condition and eligible, in our opinion, to be continued as classed with record of survey

t. 5, 40. and Tail shaft (CL) seen 5,40.

Fee (per Section 29) Yen 260:00

Electrical Survey Yen 20:00

Damage or other Fee (if any) (See Hull Report)

Other expenses (if chargeable) --

Committee's Minute 2 AUG 1940

Signed 6.40

Fees applied for 7/6/ 1940

Received by me, 19

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

Lloyd's Register
Foundation

Port of Kobe.

Continuation of Report No. 11525 dated 4/6/40

on the

"BENGAL
MARU"REPAIRS DUE TO WEAR AND TEAR:

Main engine - crank shaft lifted up and alignment adjusted and bot tom half of
No.6 main bearing brass - remetalled.

One smoke tube of centre boiler - renewed.

Other minor repairs and adjustments effected. K.S.