

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

(Received at London Office)

MUN. JUN. 30 1924

Date of writing Report 8th May 1924 When handed in at Local Office 8th May 1924 Port of NAGASAKI.

No. in Survey held at NAGASAKI. Date, First Survey 30 Nov. 23. Last Survey 2nd May, 1923
(No. of Visits 17)

3306 on the Machinery of the ~~Wood Iron or Steel~~ Twin Sc. Sr "ARABIA MARU".

Age { Gross 9500
Net 5993 Vessel built at Nagasaki. By whom Mitsubishi Zosen Kaisha. When 1918-5

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

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

Owners Osaka Shosen Kabushiki Kaisha. Port Osaka. Voyage /

Managers /

Pressure of Main Boilers 5

Pressure of Donkey Boilers /

Main Boilers 200 lbs

Donkey Boilers /

If Surveyed Afloat or in Dry Dock Dry Dock.
(State name of Dock.) No. 1 Mitsubishi.

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.	Years Assigned not expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
*100AI Shelter dk with freeboard 9.23. ss H.Kg.No. 1-22.		LMC <u>3 23</u>
		Tail shafts seen 4.22. <u>u</u>

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) ANNUAL.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

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 /

Is 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 " " " " " /

What 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 Boiler? /

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

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

Has 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? No

Has shaft now been changed? / If so, state reasons /

Has the shaft 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? /

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Both 3/16".

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

Propeller, outer end of stern bushes, and fastenings of sea connections examined and found in good condition.

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

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

Main Boilers examined internally and externally and placed in good condition.

Steam 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 and Auxiliary Feed Pipes to 400 lbs, per sq. in., by hydraulic pressure, and found satisfactory.

General Observations, Opinion, and Recommendation:—

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

The Engines and Boilers of this vessel are now in good order and safe working condition, and are eligible, in my opinion, to remain as classed with record of survey **LMC 5.24** and the notation of "Fitted for Oil Fuel 5.24. F.P. above 150° F".

Survey Fee (per Section 88) £ _____

Annual ¥ 200:00

Total Damage or Repair Fee (if any) £ _____

(per Section 89.)

Oil Fuel Installation £ 250:00

Welling Expenses (if chargeable) £ _____

Fees applied for 2. 5 19 24 asw.

Received by me, 28. 5 19 24

a.s. Williams
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 8 JUL 1924

Assigned + Lmb 5.24
Fitted for oil fuel &c

Lloyd's Register Foundation

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

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

Oil Fuel Installation.

This vessel has now been altered to Oil Fuel 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 Tanks Nos.1, 2, 3, 6, 7 and 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 "Africa Maru"; Nagasaki Report No.1440.

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

A.S. Williamson

Note - 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.

*Ed due 5. 24 machinery
Lumey now held.
Boilers fitted for burning
oil fuel.*

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5. 24.
Fitted for oil fuel 5. 24.
F.P. above 150 °F.*

*AWD
4/7/24*