

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

(Received at London Office)

17 JUL 1941

Date of writing Report 28th May, 1941. When handed in at Local Office 28th May, 1941. Port of YOKOHAMA.

No. in Reg. Book. 70668 Survey held at YOKOHAMA Date, First Survey 22nd May, 1941. Last Survey 23rd May, 1941.  
(No. of Visits TWO)

on the Machinery of the Wood, Iron or Steel S.S. "BEIGIUM MARU"  
Tonnage } Gross 5839 Vessel built at Kobe By whom Kawasaki Dk. Co. Id. When 1920 - 5  
          } Net 4216 Engines made at Kobe By whom Kawasaki Dk. Co. Id. When 1920  
Nominal Horse Power 437 Boilers, when made (Main) 1920 (Aux. Donkey) 1920  
No. of Main Boilers 2 SB Owners Kokusai Kisen K.K. Owners' Address X  
                          Aux. 1SB Managers X (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Afloat Port Hasidate Voyage X  
                          Aux. 200 lbs. (State name of Dock.)

Last Report No. 11755 Port Kot S.R.L.

## Particulars of Examination and Repairs (if any) (O.F. burning installation)

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 X

Was a damage report made by anyone else? If so, by whom? X

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

" " Donkey " " " " X

If this was not done, state for what reasons? X

And what parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler X Present condition of funnel Good

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? X , and of the Donkey Boilers? X

Has screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft X

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

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

Now done:- Oil fuel pumps on port and starboard and oil heaters and other installations overhauled, cleaned and examined and found or now placed in good order.

Finally the oil fuel burning installations tested under working condition and found in order.

Repairs due to wear:- 2 oil heaters cleaned and tested. All pressure pipes cleaned and tested. Oil transfer pump overhauled. Oil pump steam cylinder piston packing ronds renewed. Heating coil partly renewed. Settling tank cleaned.

Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:- The boilers of this vessel are in safe

(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. 0,11, D.&M.S. 0,11, \*L.M.C. 0,11, or \*L.M.C. 140 lb., F.D., &c.)

condition and eligible in my opinion to be continued as classed with the record of \*L M C 3-41,

without any restriction.

Survey Fee (per Section 20)..... £ 50.00. Fees applied for 23-5-1941  
Special Damage or Repair Fee (if any)..... £ X  
(per Section 20.)  
Travelling expenses (if chargeable)..... £ X  
Received by me, 19

Committee's Minute FRI. 25 JUL 1941  
Assigned As now Without Spl. Cond

M. Mihigami  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

Oil fuel installation overhauled  
tried under working conditions  
Satisfactorily

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

Without Special Conditions

Mun

23.7.41



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