

## Report of Survey for Repairs, &amp;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. Survey held at YOKOHAMA Date, First Survey 22nd May, Last Survey 23rd May, 1941. (No. of Visits Two)

70668 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "BELGIUM MARU"

Tonnage Gross 5839 Net 4216 Vessel built at Kobe By whom Kawasaki Dk. Co. Ltd. When 1920-5

Nominal Horse Power 437 Engines made at Kobe By whom Kawasaki Dk. Co. Ltd. When 1920

No. of Main Boilers 2 SB Boilers, when made (Main) 1920 (Aux. Donkey) 1920

Aux. 1SB Owners Kokusai Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1SB Managers X Port Hasidate Voyage X

Team Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Aux. 200 lbs. in Donkey Boilers 200 lbs.

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

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

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

Did the Surveyor examine the Safety Valves of the Main Boiler? X

Did the Surveyor examine the Safety Valves of Donkey Boiler? X

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

Did the Surveyor examine the drain plugs of the Main Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? X

Has screw shaft now been drawn and examined? X

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

Has the shaft now fitted been previously used? X

State date of examination of Screw Shaft X

Engine parts, when referred to by numbers, should be counted from forward.

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 rods 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

Special Damage or Repair Fee (if any) £ X

Travelling expenses (if chargeable) £ X

Committee's Minute

Assigned

As now Without Oil Cond

FRI. 25 JUL 1941

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006760-006771-0354



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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