

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

(Received at London Office - 4 SEP 1941)

Date of writing Report 23rd June 1941 When handed in at Local Office 25/6/41 at 41 Port of Kobe

No. in Reg. Book 79366 Survey held at Kobe Date, First Survey 31/5/41 Last Survey 16/5 1941
(No. of Visits 3)

on the Machinery of the ~~Kanagawa~~ Steel M/S "MELBOURNE MARU"

Gross 5423 Vessel built at YOKOHAMA By whom Yokohama Dock Co. Ltd. When 1930, 3 mo.
Net 3219 Engines made at Yokohama By whom Yokohama Dock Co. Ltd. When 1930

Nominal Horse Power 489 NHP Boilers, when made (Main) -- (Donkey) 1930

No. of Main Boilers -- Owners Osaka Syosen Kaisya Owners' Address --
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers -- Port Osaka Voyage --

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Mitsubishi Dock

in Donkey Boilers 100 lbs

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) PART LMC(CS), TS, DBS.

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.

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 --

as 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? --

" " Donkey " " " Yes

this 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? --

the latest date of internal examination of each boiler May 1941 Present condition of funnel(s) Good

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

did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

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

did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? Yes

screw shaft now been drawn and examined? -- 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? --

shaft now been changed? -- If so, state reasons --

the 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? --

the date of examination of Screw Shaft May 1941 State the distance between lignum vitae ~~XXXXXXXXXX~~ stern bush and top of after bearing of screw shaft Close fit.

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

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

the 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, end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail Shaft with continuous liner examined and found in good condition.

The following parts of main and auxiliary machinery opened up, examined and found or placed in good condition.

ITS NOW EXAMINED FOR LMC(CS):-

Main Engine: Nos. 3 and 4 cylinders, pistons, valves, gears and covers.
Nos. 3 and 4 connecting rods and top ends.
Nos. 1, 3, 4 and 5 crank pins.

(P.T.O.)

General Observations, Opinion, and Recommendation:— The Machinery and Boiler of this (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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

vessel are in good condition and eligible in our opinion to be continued as classed, L.M.C

(S.) 5, 39. be retained with fresh under date 6, 41. D.B.S. 6, 41. and tail shaft (CL) en 5,41.

Fee (per Section 29) Yen : 130.00 Fees applied for 16/6 1941

Special Damage or Repair Fee (if any) X

Travelling expenses (if chargeable) (See Hull Report)

Received by me, 19

Committee's Minute TUE. 16 SEP 1941

Assigned 5.41

U.A. Ma. & M. Lamakua
Engineer Surveyor to Lloyd's Register of Shipping.

008186-008200-001A12

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Nos. 6, 7 and 8 crank shaft journals.

Thrust shaft.

Auxiliaries:-

No.3 (port) auxiliary oil engine - complete.

No.1 (forward) air compressor.

No.2 (port) main starting air receiver - internally.

No.2 (outer) combined sea water cooling and lubricating oil pumps.

No.2 (outer) oil fuel transfer pump.

No.2 (inner) feed water pump for donkey boiler.

Main Engine driven bilge and sanitary pumps.

Ballast and general service pump.

Sanitary and bilge pump.

The one Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine No.5 crank pin bearing installed.

Stern bush lower half rewooded.

Other minor repairs and adjustments carried out. *N.A.*



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008186-008200-0011

Chadance
J. A. Held

DR 541 541

It is submitted that
this model is eligible for fresh
RECORD of Survey 541
for the oil engine.

In the last diagram 541

SA
12/9/41



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