

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 Survey held at YOKOHAMA Date, First Survey 9th May, Last Survey 24th May, 1941.
2936 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "DAKAR MARU" (No. of Visits Five)

Tonnage } Gross 7170
 } Net 4384
 Nominal Horse Power 574
 of Main Boilers 3 SB
 of Donkey Boilers 3 SB
 Steam Pressure 200 lbs
 of Main Boilers 200 lbs
 of Donkey Boilers X

Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha, When 1920-3
 Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha When 1920
 Boilers, when made (Main) 1920 (Donkey) X
 Owners Nippon Yusen K.K. Owners' Address X
 Managers X (if not already recorded in Appendix to Register Book.)
 Port Tokyo Voyage X
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Asano Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) BS, TS, & part

Periodical Surveys, when held, must be reported in detail and seriation 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 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? Yes

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

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

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

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 No. 1 - 22/5/41. Nos. 2 & 3 - 9/5/41. Present condition of funnel X Good.

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? 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? Yes, 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? Yes, and of the Donkey Boilers? X

Has screw 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? 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 19-5-41 State the distance between lignum vitae bearings and top of after bearing of screw shaft 4 m/m

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

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:- Vessel placed in dry dock, propeller, stern bush, 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 or now placed in good condition.

Three (3) Main Boilers were 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.

All cylinders, pistons, valves and rods, crank, thrust & intermediate shafting, condensers, air, feed & bilge pumps opened up by the Owners, examined as far as practicable found or now placed in good condition.

Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:- The machinery and boilers 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. 2, 11, E.&H.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

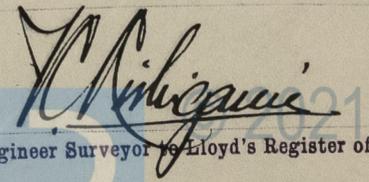
vessel are in good condition and eligible in my opinion to be continued as classed with fresh record

of BS 5-41, and Tail Shaft (CI) seen 5-41.

Survey Fee (per Section 29) £ 185.00
 Special Damage or Repair Fee (if any) (per Section 29.) £ X
 Travelling expenses (if chargeable) £ 9.00

Fees applied for 24-5-1941
 Received by me, 30.5.1941

Committee's Minute Assigned TUE. 29 JUL 1941


 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004278-004286-0118

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

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

C. Hall & Sons examined

It is submitted that
this vessel is eligible

THE RECORD, *CS 5741*
15741

95A
23/7/41



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