

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

(Received at London Office)

27 OCT 1941

Date of writing Report 4th July, 1941. When handed in at Local Office 4th July, 1941. Port of YOKOHAMA.

o. in Survey held at YOKOHAMA. Date, First Survey 21st June, Last Survey 2nd July, 1941. (No. of Visits Three)

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

Age } Gross 7148
Net 4373
Vessel built at Nagasaki By whom Mitsubishi Zosen K. When 1919-10
Engines made at Nagasaki By whom Mitsubishi Zosen K. When 1919
Boilers, when made (Main) 1919 (Donkey) X
Owners Nippon Yusen K.K. Owners' Address X
Managers X Port Tokyo Voyage X
Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both
Donkey Boilers X (State name of Dock.) M.J.K. Yokohama Dock.

st Report No. Port
Particulars of Examination and Repairs (if any) BS

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

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

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

" " Donkey " " " X

this was not done, state for what reasons? X

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

to 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

the latest date of internal examination of each boiler Nos. 1, 3, 4 - 21/6/41. No. 2 - 27/6/41. Present condition of funnel Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

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

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

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

shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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

the date of examination of Screw Shaft 4-40 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 3 m/m

Is electric light and/or power fitted? X

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

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

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

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

ow done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with

their shell fastenings, examined and found or now placed in good condition.

The Four 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.

Main engine, all cylinders, pistons, valves and rods, crank, thrust & intermediate

shafting, air pump & group valves, circ. water pump & ballast pump. opened up by the engineers

examined and found or now placed in good condition.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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, B.M.S. 0, 11, L.M.C. 0, 11, or

re in good condition and eligible in my opinion to be continued as classed with fresh record of

S. 7-41.

Survey Fee (per Section 20) ¥ 1800

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) ¥ 400

Committee's Minute

Assigned

FRI, 14 NOV 1941

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

009278-004286-01840n

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

It is submitted that
this vessel is eligible for
THE RECORD.

BS 741

GA

12/11/41

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