

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

JUN -6 1940

(Received at London Office)

Date of writing Report 18th April, 1940. When handed in at Local Office 18th April, 1940. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 12th March, Last Survey 8th April, 1940
(No. of Visits Four)

165 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "DELGOA MARU" Year. Month.

Age { Gross 7148 Vessel built at Nagasaki By whom Mitsubishi Zosen K.K. When 1919-10
Net 4373 Engines made at Nagasaki By whom Mitsubishi Zosen K.K. When 1919

nominal { 620 Boilers, when made (Main) 1919 (Donkey) X
orse Power } Owners Nippon Yusen K.K. Owners' Address X
(if not already recorded in Appendix to Register Book.)

of Main Boilers 4SB Managers Port Tokyo Voyage X

of Donkey Boilers X If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
eam Pressure 200 lbs (state name of Dock.) M.J.K. Yokohama Dock, precisely as in Register Book & Supplements).

in Donkey Boilers X Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS & Ele. Fit 100A1 Shelter dk LMC 1-36
with freeboard BS 2-39
2-38 TS (CL) 1-37

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? Yes

" " 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 Nos. 1, 3, 4 - 12/3/40. No. 2 - 22/3/40. Present condition of funnels 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 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 it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Close now rewooded.

State date of examination of Screw Shaft 22-3-40 State the distance between lignum vitae 2 1/2 inches of stern bush and top of after bearing of screw shaft. Is electric light power fitted? Yes.

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? Yes

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

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 in good order.

Tail shaft with continuous liner examined and found in good order.

Main engine, all cylinders, slide valve casings, pistons, rods, crossheads, crank, thrust and tunnel shafting with bearings, condensers, all pumps, piping and pumping arrangements examined and found or now placed in good order.

The four main boilers examined throughout with all mountings and found or now placed in good order.

A selected number of auxiliary steam pipes and all main steam pipes removed and examined under hydraulic pressure to 400 lbs per square inch and found in good order.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of

LMC 4-40, and Tail Shaft (CL) seen 3-40.

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

Survey Fee (per Section 29) £ 295.00 Fees applied for 10.4.1940

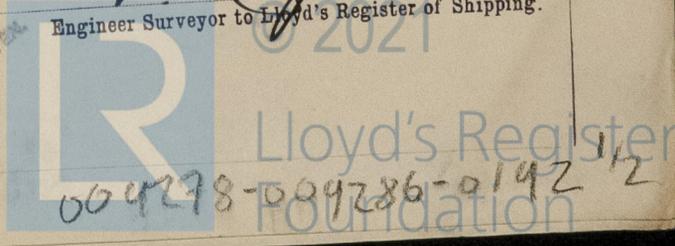
Special Damage or Repair Fee (if any) (per Section 29) £ Received by me, 19

Travelling expenses (if chargeable) £ 3.50

Committee's Minute TUE, 18 JUN 1940

Assigned + Amb. 4.40

M. Higami
Engineer Surveyor to Lloyd's Register of Shipping.



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

So.S. "DELAGOA MARU".

Afterwards safety valves for all main boilers adjusted under steam pressure to 200 lbs per square inch.

Dynamo engine and all electric installations examined and tested by Megger as per Rules and found or placed in good order.

Repairs due to wear and tear:-

Main engine HP cylinder slide skimmed up and piston packing rings renewed.

About 800 tubes for main condenser renewed.

8 small stays for main boilers renewed.

Manford feed pump piston renewed.

Main engine HP, cylinder crank shaft lifted, bearings and cylinder centering adjusted and replaced in good order.

YML

