

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

MAR 20 1939

(Received at London Office)

Date of writing Report 28/2/1939. When handed in at Local Office 28th Feb 1939 Port of Kobe.
 No. in Reg. Book. 78891 Survey held at Osaka. Date, First Survey 13/2/39 Last Survey 20/2/1939.
 on the Machinery of the ~~Woodblock~~ Steel S/S "MALACCA MARU". (No. of Visits Three.)
 Tonnage { Gross 5374 Vessel built at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd. When 1920 6mo.
 Net 3211 Engines made at Kobe. By whom Mitsubishi Zosen Kaisha. When 1920.
 Nominal Horse Power 493 NHP Boilers, when made (Main) 1920 (Donkey) --
 No. of Main Boilers 3 SB Owners Nippon Yusen Kabushiki Kaisha. Owners' Address --
 No. of Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure 200 lbs. in Main Boilers Port Tokyo. Voyage --
 in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
 (State name of Dock.) Sakurajima Dock. precisely as in Register Book & Supplements).

Last 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 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 --

Was 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? Yes.

Do. " Donkey " " " --

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

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

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? --

State latest date of internal examination of each boiler February, 1939.

Present condition of funnel(s) 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? --

To what pressure were they afterwards adjusted under steam? --

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

, and of the Donkey Boilers? --

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

, and of the Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler? --

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? --

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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

Has 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? --

State date of examination of Screw Shaft --

State the distance between lignum vitae of bearing of stern bush and top of after bearing of screw shaft 4.5 m/m.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Is electric light fitted. YES. Complete.

NOW 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.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined generally and found or now placed in good condition.

The 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.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected.

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, E.S. 9, 11, E.&M.S. 9, 11, or E.L.M.C. 9, 11, 140 lb., F.D., &c.)

are in good condition and eligible, in our opinion, to be continued as classed with fresh record of

B. S. 2, 39.

Survey Fee (per Section 29) Yen 150:00

Fees applied for 23/2/1939

Special Damage or Repair Fee (if any) --

Received by me, 19

Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute TUE 4 APR 1939

Assigned BS 2.39

H. A. Ima & K. Sakidaya
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W427-0032

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

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

No. due 639. Held

Survey held on engines

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

No. 2.39

Thus

28.3.39

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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