Rpt. 9.

No. 10144

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

(Received at London Office JUL -9 1937)

Date of writing Report 18/6/ 1937 When handed in at Local Office 18-6-1937 Port of Kobe.

No. in Reg. Book. 71448 Survey held at Tama. Date, First Survey 3/6/37 Last Survey 10/6/ 1937. (No. of Visits Two.)

on the Machinery of the ~~XXXXXXXX~~ Steel S/S "BELFAST MARU".

Tonnage { Gross 6586 Net 4038

Nominal Horse Power { 578 NHP

No. of Main Boilers 3 SB

No. of Donkey Boilers --

Steam Pressure in Main Boilers 200 lbs.

in Donkey Boilers --

Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1922 5mo.

Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd When 1922.

Boilers, when made (Main) 1922. (Donkey) --

Owners Kawasaki Kisen Kabushiki Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Kobe. Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Tama Dock.

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 5,36		*LMC 5,36
Awning dk		TS(OG) 4,36
withfreeboard.		
Fitted for oil fuel 6,22		
F.P.above 1500F.		
ssKob.No.3-4,35.		

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

Particulars of Examination and Repairs (if any) LMC

(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 --

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

" " 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 June, 1937 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 --

Is 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 ~~XXXXXXXX~~ bearing metal of stern bush and top of after bearing of screw shaft Not measured.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXXX~~ fitted? Yes

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

HOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush ~~with~~ oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found in good condition.

Engine Opened up for survey:-

All cylinders, pistons, valves, chests, rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined 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.

REPAIRS DUE TO WEAR AND TEAR:-

600 condenser tubes renewed on account of corrosion.

Port boiler:- Main check valve box renewed on account of blow holes.

2 small stays renewed.

Other 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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.)

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of ✠LMC 6,37.

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

Survey Fee (per Section 29) Yen 240:00 Fees applied for 18/6/ 1937

Special Damage or Repair Fee (if any) (per Section 29.) £-- : --:

Travelling expenses (if chargeable) (See Hull Report). Received by me, 19

Committee's Minute FRI 23 JUL 1937

Assigned + LMC 6.37

CERTIFICATE WRITTEN.

M Kamakura

Engineer Surveyor to Lloyd's Register of Shipping.

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