

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

(Received at London Office)

Date of writing Report 23rd June 41 When handed in at Local Office 1/7/41 Port of Kobe
 No. in Survey held at Tama Date, First Survey 14/2/41 Last Survey 21/6 1941
 eg. Book. 69266 on the Machinery of the Wood Iron Steel M/V "AKAGISAN MARU" (No. of Visits 8)
 Gross 4634 Vessel built at Tama Dockyard By whom Mitsui Bussan Kaisha Ltd. When 1924, 7 mo.
 Net 2788 Engines made at Tama By whom Mitsui Bussan Kaisha When 1924.
 Nominal Horse Power 489 NHP Boilers, when made (Main) -- (Donkey) 1924.
 of Main Boilers -- Owners Mitsui Bussan Kaisha Owners' Address --
 of Donkey Boilers 1 Managers -- (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers -- Port Kobe. Voyage --
 in Donkey Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Both.
 (State name of Dock.) Tama Dock.

Particulars of Examination and Repairs (if any) COMPLETION OF LMC (CS), TS, DBS.

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 repairs 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

Is 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?

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

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has the screw shaft now been drawn and examined?

Has the shaft now been changed?

Has the shaft now fitted been previously used?

What is the date of examination of Screw Shaft?

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

W 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.

Tail Shaft with continuous liner examined and found in good condition.

Main and Auxiliary Engines opened up for survey as follows, examined and found or now placed in good condition:-

TS NOW EXAMINED FOR LMC (CS):-

Main Engine:-

All cylinders, pistons, valves, gears, covers, connecting rods and top and bottom ends, crank, thrust and intermediate shafts.

Main compressor - all parts.

General Observations, Opinion, and Recommendation:- The Machinery and Boiler 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, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

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

LMC (C.S.) 6, 41 D.B.S. 6, 41 and Tail Shaft (CL) seen 6,41.

Survey Fee (per Section 29) Yen : 175.00

Electrical Survey Yen 120.00

Printing expenses (if chargeable) £

Committee's Minute TUE. 7 OCT 1941

Signed + Lmc: CS 6,41

DBS 6,41

Fees applied for

23/6 19 41

Received by me,

28/6 19 41

Engineer Surveyor to Lloyd's Register of Shipping.

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Rpt. 9a.

(2) (MACHINERY)

Port of Kobe

Continuation of Report No. 11845 dated

23rd June 1941

on the "AKAGISMA
MARU"

Port Dynamo Engine - all parts with Compressor and air bottle.

Cooling water pump.

Aft lubricating oil pump.

Bilge and Sanitary pump.

Feed pump.

Fuel oil settling and service tanks.

Aft spare H.P. air bottle.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The Donkey Boiler was examined over all parts with doors, mountings and valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Steam piping examined and found in good condition.

The oil fuel installation for Donkey Boiler examined under working condition and found in order.

S. R. L :- L.M.C. (CS) completed the cycle.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush whole round re-wooded.

Propeller cone renewed (found lost).

Main Engine No. 1 cylinder head renewed due to crack in way of escape valve pocket on combustion.

Main compressor H.P. cylinder renewed on account of wear at cooling side and new piston fitted to suit.

REPAIR, ALTERATION and/or REINFORCEMENT OF SHAFTING AND ENGINE SEATING:-

Cause. Measurements of bridge gauges and web distances show that the main bearings are down especially at No. 7. As reported in my Kobe Report No. 11397, No. 7 bearing bed and the white metal of brass in way were found fractured and repaired at the last Annual Survey.

The chief engineer reports a remarkable engine vibration on service. Upon examination, considerable number of rivets of engine seating was found slack and several holding down bolts broken.

NOW DONE:- Main engine seating reinforced by fitting additional girders outside of previous girders and these outer girders are connected to the inner girders by floor plates at every frame. For particulars please see Hull Report.

No. 7 bearing bed repaired with more efficient patch plate.

Crank shaft skimmed up on lathe to the diameter of 470 mm. at pins and journals.

The weight of fly wheel reduced to 13,360 kgs. from 19,500 kgs. while its diameter remains unchanged (= 2920 mm).

One forced lubricated bearing of ample bearing surface newly placed aft of the fly wheel.

All main bearing and bottom end brasses remetalled & working centers adjusted.

On completion of the above works, machinery tried at sea at various R.P.M. with satisfactory results.

Little difficulty was experienced in starting up.

My completed.

Main shafting lined up, crank shaft
pinned machined. Fly wheel weights
& Inces & minor repairs

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

thurs 26/4/

bit 1

S. 6/4/

S. 16/4/

Stefan 837

DM

3/10/41



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Foundation