

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

(Received at London Office 19 JUL 1941)

Date of writing Report 30/4/41 When handed in at Local Office 30th April 1941 Port of Kobe.

No. in Reg. Book 70142 Survey held at Kobe. Date, First Survey 26/3/41 Last Survey 16/4/1941
(No. of Visits Four.)

on the Machinery of the ~~Hook~~ Steel T.M.S. "ASUKA MARU".

Tonnage { Gross 7523 Vessel built at Glasgow. By whom D. & W. Henderson & Co. Ltd. When 1924 11mo.
Net 4538 Engines made at Glasgow. By whom Harland & Wolff Ltd. When 1924.

Nominal Horse Power 1111 NHP Boilers, when made (Main) -- (Donkey) 1924.

No. of Main Boilers -- Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Tokyo. Voyage --

No. of Donkey Boilers 1 Managers --

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Mitsubishi Dock.

in Donkey Boilers 100 lbs.

Last Report No. -- Port --Particulars of Examination and Repairs (if any) PART LMC (CS), DBS & P.T.S.

(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? --

" " Donkey " " " " Yes.

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 March, 1941.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

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 screw shaft now been drawn and examined? Yes / Port only.

Has shaft now been changed? No If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? --

State date of examination of Screw Shaft April, 1941 State the distance between lignum vitae (Port only) of stern bush and top of after bearing of screw shaft P. Close fit. S. 1.5 m/m.

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

So, 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? Yes.

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

NOW DONE:- Vessel placed in dry dock, P & S propellers, aft end of starboard stern bush and port stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

Port Tail Shaft with continuous liner examined and found or now placed in good condition.

The following main and auxiliary engines opened up, examined, found or now placed in good condition.

Main Engines:-	PORT.	STARBOARD
Cylinders, pistons, valves, gears & covers.	Nos. 7.	Nos. 4 & 7.
Connecting rods and top ends.	Nos. 7.	Nos. 4 & 7.
Bottom ends.	Nos. 7 & 8.	Nos. 4, 7 & 8.
Crankshaft journals.	Nos. 2 & 3.	Nos. 7 & 9.
Thrust and Intermediate Shafts.	Port.	Starboard.

Main Compressors:- -- Aft Compressor-complete with bearing.

General Observations, Opinion, and Recommendation:- The machinery and Donkey Boiler of this (P. 1.0.).

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9, 11, E.S.M.S. 9, 11, * L.M.C. 9, 11, or 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.S.M.S. 9, 11, * L.M.C. 9, 11, or

essel, so far as now seen, are in good condition and eligible, in our opinion, to be continued as

lassed, * L.M.C. (CS) 1, 40. be retained with fresh under date 4.41. DBS 4.41.

nd Port Tail Shaft (CL) seen 4.41.

Survey Fee (per Section 29) Yen 155.00 Fees applied for 17/4/1941

Special Damage or Repair Fee (if any) -- Received by me, 19

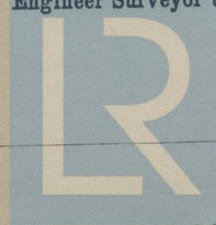
Travelling expenses (if chargeable) (See Hull Report)

Committee's Minute FRI. 1 AUG 1941

Assigned 1.40

4.41

K. T. Dandanya & P. Dandanya
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

005840-005848-0017 1/2

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

CONTINUOUS SURVEYS

Is a Certificate required? If so, to be signed

Auxiliaries:-

No.2 (Centre) auxiliary diesel engine - all parts complete with blast air bottle.

Pumps:-

No.2 (Aft) piston cooling fresh water pump.

No.1 (Starboard) lubricating oil pump.

Feed pump for donkey boiler.

Air receivers:-

No.3 (Aft) starting air reservoir - internally.

Aft blast air bottle for Port Main Engine - internally.

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

The oil fuel burning installation examined under working conditions and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Main engine P & S No.7 and S.No.4 cylinder liners renewed on account of wear and new liners marked as follows:-

Port No.7 - LLOYD'S No.7568, F.I. 28-12-39, LR.

Starboard No.7 - LLOYD'S No.7763, S.S. 27-7-40, LR.

Starboard No.4 - LLOYD'S No.7772, W.T.P. 70 & 5 KGS. S.S. 14-8-40, LR.

Port Tail Shaft sleeve - renewed on account of wear and replaced in good order. The new sleeve was tested by hydraulic pressure to 2 Kgs/cm² and found sound and tight.

Other minor repairs and adjustments effected. K.D.



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Advanced
D. B. Held

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

As per Underdate 1/40
D. B. 441
Port 441

The vessel is not eligible for the ^{commander} 25% of the machinery
fresh under date as
was not surveyed now.

X The surveyor should state whether
they examined the air coolers
and the whole of the main
of the aft Starboard main
Compressor and in future
state clearly which parts
of Compressors are
examined.

From the questionnaire it
appears that the electrical
equipment was examined
but this is not
referred to in the body
of the report nor
in the D. B. Cont.
The surveyor should
confirm that it
was examined &
satisfactory.

D. B.
25/7/41

