

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 lmo.
Net 4538

Nominal Horse Power 1111 NHP Engines made at Glasgow. By whom Harland & Wolff Ltd. When 1924.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1924.

No. of Donkey Boilers 1 Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers -- Managers Port Tokyo. Voyage

in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.

Last Report No. Port Part LMC (CS), DBS & P.T.S.

Particulars of Examination and Repairs (if any) *100AL 12,39 *LMC (CS) 1,40 12,38 DBS 1,40 TS (CL) P 7,40 \$ 12,39

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). ssYka.No.3-12,39.

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? --

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. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boilers? Yes.

Has screw shaft now been drawn and examined? Yes / Port only. 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? No

Has shaft now been changed? No 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 April, 1941. State the distance between lignum vitae 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. Is electric light and power fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See below.)

Was 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. No.7. Nos.4 & 7.

Connecting rods and top ends. No.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.O.).

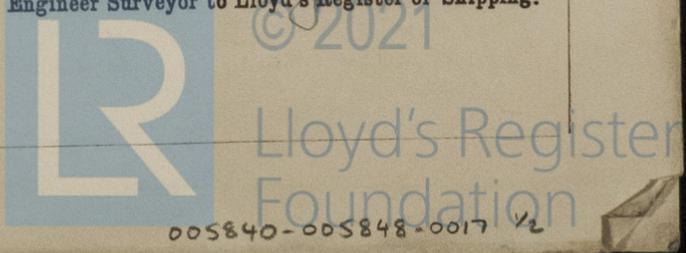
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, E.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

Vessel, so far as now seen, are in good condition and eligible, in our opinion, to be continued as classed, *L.M.C. (CS) 1,40. be retained with fresh under date 4.41. DBS 4.41. and 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) (per Section 29.)
Travelling expenses (if chargeable) (See Hull Report)

Received by me, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned FRI. 1 AUG 1941



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.S.



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Lloyd's Register
Foundation

Advanced
D. B. Held

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

Port S 441

As per Underdate 140
The vessel is not eligible for the 25% of the machinery
fresh under date as assumed
was not surveyed now.

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

From the questionnaire it
appears that the electrical
equipment was examined &
tested but this is not
referred to in the body
of the report nor
in the Dt. Cert.
The surveyor should
confirm that it
was examined &
inspected.

25/7/41

