

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

(Received at London Office)

18 JUL 1927

Date of writing Report 8/6/1927 When handed in at Local Office 19 Port of Kobe.

No. in Reg. Book. 63667 Survey held at Osaka. Date, First Survey 28/1/27. Last Survey 27/5/1927. (No. of Visits Eighteen.)

on the Machinery of the Wood, Iron or Steel TWIN SCREW MOTOR VESSEL "ASUKA MARU"

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

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 Kai sha. Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers -- Managers Port Tokio. Voyage

in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Sakurajima Dry Dock.

Last Report No. Port IMC. TS &

Particulars of Examination and Repairs (if any) ALTERATION

(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? --

Do. " 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? --

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? 103 lbs.

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

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? -- , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P. 1/8" : S. 1/8".

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

NOW DONE:—Vessel placed in dry dock, P & S propellers, stern tubes, bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Port and Starboard Tail Shafts with continuous liners examined and found in good condition.

P & S Main Engines and all auxiliaries opened up for survey:

Crank, thrust and tunnel shafting, all cylinders, cylinders covers, pistons, valves and valve gear, connecting rods with their top and bottom end brasses, crossheads, guides, reversing gears, air compressors, pumps strainers and piping examined and found or now placed in good safe working condition.

Air receivers examined over all parts with doors, fittings and piping, air bottles cleaned and examined and all found in good condition, oil fuel settling and lubricating oil tanks cleaned and examined and found or now placed in good condition. All main and auxiliaries tested under working conditions and found satisfactory.

P.T.O.

General Observations, Opinion, and Recommendation:—

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

The machinery and boiler of this vessel are in good safe working condition and eligible in my opinion to be continued as classed with fresh record of *IMC 5-27 and Port and Starboard Tail shafts (CL) seen 5-27.

Survey Fee (per Section 28) Yen 100:00

Special Damage or Repair Fee (if any) Yen 500:00

Travelling Expenses (if chargeable) Yen 1:--

(See Hull Report).

Committee's Minute WED. 3 AUG 1927

Assigned 100 5:24

Fees applied for 26/5/1927

Received by me, June 13th 1927

(Part)

CERTIFICATE WRITTEN

H. B. Buchanan
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005840-005848-0020

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

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

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

REPAIRS DUE TO DAMAGE stated caused by the stranding of vessel on the 7th December 1926 for further particulars see copies of Kobe damage reports dated February 2nd and June 6th 1927.

All recommendations have been carried out as stated on damage report and the following is a list of the principal repairs.

3 blades of port propellers removed, faired and refitted.

Donkey Boiler laggin and furnace brick work renewed.

Main Engines: 16 fuel pump plungers- renewed.

16 piston rings renewed -(spare rings fitted and old rings kept on board as spare.

6 bottom half brasses of crank journals relined with white metal.

Port engine reversing engine piston rings renewed.

6 bottom crosshead brasses of starboard engine relined with white metal.

1 length of steam heating pipe to No.7 port cylinder renewed.

6 tubes of P.C.W. cooler renewed.

Auxiliary Machinery & C.

2 sets of ball bearings for circulating and sanitary pumps renewed.

Ballast pump plunger rings renewed.

Crack about 6" long in No.1 auxiliary compressor piston skirt E.welded.

Bilge pump plunger rings renewed.

Piston cooling water pump plunger rings renewed.

All auxiliary generator fuel pump plungers renewed (9 off).

One main bearing and one crank pin bottom half brass, relined with white metal.

No.3 generator auxiliary compressor skirt E. welded where cracked.

9, compressor, piston rings renewed.

All auxiliary motors and generators rewound.

All electric cables in engine room and tunnels renewed.

All electric cables to deck machinery overhauled and part renewed.

All switch boards with connections overhauled and part renewed.

All pressure gauges, indicators, counters, telegraphs and etc. overhauled, or renewed as found necessary.

ALTERATIONS:- Suction pipes fitted to A.B.C. & D deep tanks with change over U bends and blank flangeds in engine room in accordance with approved plan. These pipes were tested in place to 40 lbs. pressure and found satisfactory. & All the requirements of section the Rules have been complied with.

of approved piping plan forwarded herewith

It is submitted that this vessel is eligible for THE RECORD + LMC 5.27. DBS 5.27.

Both 5.27.

J.W.D. 29/12/27



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Oil Engines. Damage due to stranding. Machinery examined & alterations made. Am S.S. No. 3 held.

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