

Rpt. 9. No. 11812

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

(Received at London Office 7 AUG 1941)

Date of writing Report 31st May 1941 When handed in at Local Office 2/6/1941 Port of Kobe

No. in Reg. Book. 70337 Survey held at Tama Date, First Survey 1/4/41 Last Survey 15/5 1941 (No. of Visits 4)

on the Machinery of the ~~Wakabayashi~~ Steel M/V "AZUMASAN MARU"

Tonnage Gross 7623 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1933, 8 mo.
Net 4655

Nominal Horse Power 1230 NHP Engines made at Tama By whom Mitsui Bussan Kaisha When 1933
No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1933

No. of Donkey Boilers 1 Owners Mitsui Bussan Kaisha Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers -- Managers Mitsui Bussan Kaisha Ltd. Port Kobe Voyage

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

in Donkey Boilers 120 lbs

Last Report No. Port COMPLETION OF LMC(CS) TS., DBS & ALTERATION

Particulars of Examination and Repairs (if any)

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.

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

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 May 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? 120 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

Is 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? --

Is 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 May 1941 State the distance between lignum vitae ~~XXXXXX~~ bush and top of after bearing of screw shaft 5/32"

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

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

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

LOW 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 & Auxiliary Engines opened up as follows, found or now placed in good order:-

Main Engine:-

All (6) cylinders, pistons, valves, gears and covers, connecting rods and top and bottom ends, crank shaft journals.

Thrust and Intermediate Shafts.

Fore and Aft Blowers.

(P.T.O.)

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

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

and Tail Shaft (CL) seen 5,41.

(C.S.) 5, 41. D.B.S. 5, 41.

Survey Fee (per Section 29) Yes 315.00 Fees applied for 22/5 19 41

Special Damage or Repair Fee (if any) X

Electrical Survey Yes 140.00 Received by me, 19

Selling expenses (if chargeable)

(See Hull Report)

Committee's Minute

Assigned + Lmc CL 5.41

5.41

DBS 5.41

5.41

FRI. 29 AUG 1941

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

SS No. 2 June 8.41 partly held as CS 4.37
 now complete.
 DBS due 2.41 held.
 Screw shafts examined.
 New piston rods of an altered design
 fitted.
 It is submitted that
 this vessel is eligible for
 THE RECORD, + LMC - CS 5.41
 DBS 5.41.
 S. 5.41.
 24
 2.6/8/41.
 20/6/8/41.
 For LMC above Feb 4.9
 outboard aft generator
 examined 5.41.

Rpt. 9a.

Port of Kobe.

(2) (MACHINERY)

Continuation of Report No. 11813 dated 31st May 1941

- 7 AUG 1941

on the
 AZUMASAN
 MARU"

Inboard forward and Outboard aft Dynamo Engines - all parts with blowers.

Emergency generator.

Turbo blower - all parts.

Forward compressor - all parts.

Aft starting air receiver.

Outboard sea water cooling pump.

Outboard lubricating oil pump.

Feed pump.

Main engine driven bilge and sanitary pumps.

Ballast pump.

General service pump.

Pumping arrangements examined and now found in good condition.

Port Fuel oil service tank, internally.

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 safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Steam pipes examined and found in good condition.

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

RENEWAL OF MAIN ENGINE PARTS DUE TO ALTERATION OF PISTON ROD:-

Piston rods of altered design, same as the M.V. "OMUROSAN MARU", have now been fitted to all cylinders.

For particulars please see Kobe Report No. 11511 on the M.V. "OMUROSAN MARU".

New materials were tested according to the Rules.

Main engine satisfactorily tried at sea on completion of fitting out.

One complete set of top and bottom covers, top and bottom pistons, distance piece, piston rod and top and bottom exhaust pistons, has now been placed on board as spare.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected.

jk



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