

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

(Received at London Office)

APR 26 1941

Date of writing Report 18/2/41. When handed in at Local Office 24th Feb. 1941. Port of Kobe.

No. in Reg. Book. Survey held at Tama. Date, First Survey 25/1/41 Last Survey 13/2/1941. (No. of Visits Three.)

69278 on the Machinery of the ~~Kanki Iron~~ Steel S/S "AKIBASAN MARU".

Tonnage { Gross 4607 Vessel built at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1924 11mo.
Net 2865 Engines made at Tama. By whom Mitsui Bussan Kaisha, Ltd. When 1924.

Nominal { 496 NHP Boilers, when made (Main) 1924. (Donkey) --
Horse Power {

No. of Main Boilers 3 SB Owners Mitsui Bussan Kaisha, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Kobe. Voyage

No. of Donkey Boilers -- Managers

Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Tama Dock.
in Donkey Boilers -- (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes.

" " Donkey " " " "

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 January, 1941.

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

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? Yes.

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- 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 -- State the distance between lignum vitae ~~appliance~~ of stern bush and top of after bearing of screw shaft 5/32".

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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 Complete.

NOW 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.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested as required by the rules by hydraulic pressure to 2 times W.P., and found in good condition.

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.

(P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers 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.&M.S. 9,11, & L.M.C. 9,11, or LMC 120 lb., F.D., &c.)

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

LMC 2.41 subject to the oil burning installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen 225:00 Fees applied for 15/2/1941
Electrical Survey Yen 40:00
Special Donkey or Donkey Fee (if any)
(per Section 29.)
Travelling expenses (if chargeable) (See Hull Report).

Committee's Minute FRI. 16 MAY 1941

Assigned + LMC 2.41 subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
006831-006844-0029 1/2

The 3 Main Boilers were 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.

S.R.L.:- Oil burning installation is not in efficient order and recommended not to be used until it has been surveyed.

REPAIRS DUE TO WEAR AND TEAR:-

Main bilge and sanitary pump plungers renewed.

Ballast pump water cylinder and group valve box - renewed.

No.1 bearing top brass - remetalled.

M.P. piston ring - renewed.

Other minor repairs and adjustments carried out.

[Signature]

SS No. 1 due 1.4.41 held.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2.41.

Subject to the oil fuel
not being used again.

L. 4
14/3/41



© 2020

Lloyd's Register
Foundation

006831-006844-0029