

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

(Received at London Office -4 SEP 1941)

Date of writing Report 18th June 1941 When handed in at Local Office 18/6 1941 Port of Kobe.

No. in Reg. Book. Survey held at Kobe. Date, First Survey 29/5/41 Last Survey 6/6 1941. (No. of Visits 3)

69279 on the Machinery of the ~~Hook Iron~~ Steel S/S "AKITA MARU"

Tonnage { Gross 3817 Vessel built at Nagasaki By whom Mitsubishi Dkyd. & E. Wks. When 1916, 5 mo.
Net 2316

Nominal Horse Power { 342 NHP Engines made at Nagasaki By whom Mitsubishi Dkyd. & E. Wks. When 1916
Boilers, when made (Main) Nagasaki (Donkey) --

No. of Main Boilers 2SB Owners Nippon Yusen Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers -- Managers Port Tokyo Voyage

Team Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both, Mitsubishi Dock.
in Donkey Boilers --

Last Report No. Port

Particulars of Examination and Repairs (if any) BOILER SURVEY

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.

Is a 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 " " " --

Was this was not done, state for what reasons? --

Did what parts of the Boilers could not be thus thoroughly examined? --

So 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 June 1941 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

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? Yes. and of the Donkey Boilers? --

Is screw shaft now been drawn and examined? -- 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? Yes.

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 -- State the distance between ~~bottom~~ bearing metal of stern bush and top of after bearing of screw shaft 1.2mm.

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

Is electric light ~~not~~ fitted? Yes=

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

W DONE:- Vessel placed in dry dock. Propeller, aft end of stern bush with oil packing gland at end of tail shaft, sea cocks and valves with their shell fastenings, examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements opened up, examined as far as practicable and found now placed in good condition.

The 2 Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

(P.T.O.)

General Observations, Opinion, and Recommendation:-- The machinery and boilers of this

(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 L.M.C. 140 lb., F.D., &c.)

CS 3,34,

Vessel are in good condition and eligible in our opinion to be continued as classed with fresh

Record of B. S. 6. 41

Survey Fee (per Section 29) Yen : 120.00 Fees applied for 11/6 1941

Special Damage or Repair Fee (if any) X

Travelling expenses (if chargeable) X (See Hull Report)

Committee's Minute ERI, 19 SEP 1941

Assigned

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:-

All crank shaft and thrust shaft lifted up and examined. *adjusted*

Alignment and ~~ore~~ placed in good order.

Nos. 2 & 3 crank shaft journals, bottom half - retailed.

H.P. slide valve casing, skimmed up and top and bottom packing rings, renewed.

M.P. piston packing, renewed. *K.G.*



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