

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

(Received at London Office)

Date of writing Report 22/1/41. When handed in at Local Office 23rd Jan. 1941. Port of Kobe.

No. in Reg. Book 69264 Survey held at Osaka. Date, First Survey 7/1/41 Last Survey 15/1/1941.
(No. of Visits Two.)

on the Machinery of the ~~XXXXXX~~ Steel M.S. "AKAGI MARU".

Tonnage { Gross 7390
Net 4328 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1936 9mo.

Nominal Horse Power 2248 NHP Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1936.

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1936.

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 Voyage

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

Last Report No. PortParticulars of Examination and Repairs (if any) PART LMC(CS) & TS.

(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? --

" " Donkey " " " " --

If this was not done, state for what reasons? Not submitted for survey at this time.

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 --

Present condition of funnel(s) --

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? --

To what pressure were they afterwards adjusted under steam? --

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

, 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? --

, and of the Donkey Boilers? --

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 date of examination of Screw Shaft Jan. 1941. State the distance between lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft 4.6 m/m.

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

Is electric light and/or power fitted? Yes.

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

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 Not complete.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush and shell fastenings of sea connections examined and found in good condition.

The following parts of main and auxiliary engines were opened out, examined and found or now placed in good condition.

Main Engine:-

Nos.1 & 6 crankshaft journals.

No.2 Scavenging pump - all parts complete.

No.1 (Forward Outboard) auxiliary diesel engine - all working parts - complete.

WEAR & TEAR REPAIRS:-

Minor repairs and adjustments effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now

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

seen, is in good condition and eligible, in my opinion, to be continued as classed, L.M.C. (G.S.)

3, 40. be retained with fresh under date when the survey has been further advanced, and Tail Shaft (CL) seen 1,41, now.

Survey Fee (per Section 29) Yen 65:00

Special Damage or Repair Fee (if any) --

Travelling expenses (if chargeable) Yen 17:00

(Including Hull). Committee's Minute JUNE 25 MAR 1941

Assigned As now

Fees applied for 21/1/1941

Received by me, 19

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006930-006944-0074

Chadance.

S1.41

The 220 KW Diesel Engines
have hitherto been described by
the Kobe Surveyors as
No 1 Starboard outboard
No 2 Forward Port
No 3 Aft Port and
the No 1 Forward outboard
now reported ~~is~~
is presumed to be the
first of these but the
Surveyors should
confirm this & state
whether the 2nd & 3rd
Engines
has been
surveyed.

24/1/41



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