

# 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 23<sup>rd</sup> 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  
 on the Machinery of the ~~XXXXXX~~ Steel M.S. "AKAGI MARU". (No. of Visits Two.)

Tonnage { Gross 7390 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1936 9mo.  
 Net 4328 Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1936.  
 Nominal Horse Power 2248 NHP Boilers, when made (Main) -- (Donkey) 1936.  
 No. of Main Boilers -- Owners Nippon Yusen Kabushiki Kaisha. Owners' Address --  
 No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers -- Port Tokyo. Voyage --  
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 (State name of Dock.) Sakurajima Dock.

Last Report No. -- Port -- PART LMC (CS) & TS.

Particulars of Examination and Repairs (if any) Part LMC (CS) & TS.  
 (Periodical Surveys, when held, must be reported in detail and seriatim 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 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.

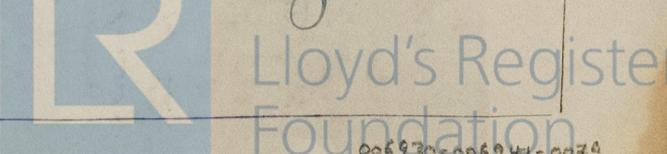
General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed, \*LMC (G.S.)

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 MAR 25 1941  
 Assigned As now

Fees applied for 21/1/1941  
 Received by me, K. G. Takemura  
 19 1941

K. G. Takemura  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

OIL ENGINE CONTINUOUS LINER

If so, to be sent to

Chadance.

S. 1.41

In the fore outboard engine

The 220 KW Diesel Engines  
have hitherto been described by  
the Kobe Sengyo as  
No 1 Starboard outboard  
No 2 Forward Port  
No 3 Aft Port and  
the No 4 Forward outboard  
now reported ~~is~~  
is presumed to be the  
first of these but the  
Sengyo should  
confirm this & state  
when the 3 cyl  
Diesel Engines  
has been  
surveyed.

H/K/H  
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LLOYD'S REGISTER OF SHIPBUILDERS AND BOILERS