

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

(Received at London Office)

19 JUL 1941

Date of writing Report 30/4/41 When handed in at Local Office 30th April 1941 Port of Kobe.
No. in Reg. Book. 70336 Survey held at Kobe. Date, First Survey 31/3/41 Last Survey 9/4/1941
on the Machinery of the ~~Wakayama~~ Steel M.S. "AZUMA MARU" (No. of Visits Three.)
Gross 6646 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1938 3mo.
Net 3670 Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1938.
Nominal Horse Power 2248 NHP Boilers, when made (Main) -- (Donkey) 1938.
of Main Boilers -- Owners Nippon Yusen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1 Managers Port Tokyo. Voyage --
Main Boilers -- If Surveyed Afloat or in Dry Dock Both
Donkey Boilers 100 lbs. (State name of Dock.) Mitsubishi Dock.

Report No. Port Particulars of Examination and Repairs (if any) PART LMC (CS) & DBS.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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.

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.

Was not done, state for what reasons? --

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

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? --

Latest date of internal examination of each boiler April, 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? 100 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.

Has the 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 the 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 of examination of Screw Shaft -- State the distance between lignum vitae 3.3 m/m. of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and air power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. See below.

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

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

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

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

Main Engine:-

No.2 cylinder, piston, valves, gears and covers.

No.2 connecting rod and top end.

No.2 bottom end.

No.5 crankshaft journal.

Thrust shaft, and Intermediate shafts.

No.7 scavenge pump. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler 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.S. 9, 11, L.M.C. 9, 11, or CS 3, 3, 3, 140 lb., F.D., &c.)

el, so far as now seen, are in good condition and eligible, in our opinion, to be continued as

ed with fresh record of L.M.C. (6.4.41) (with date) when the survey has been completed and

4. 4. 41. now.

Fee (per Section 29) Yen 100.00 Fees applied for 10/4/1941

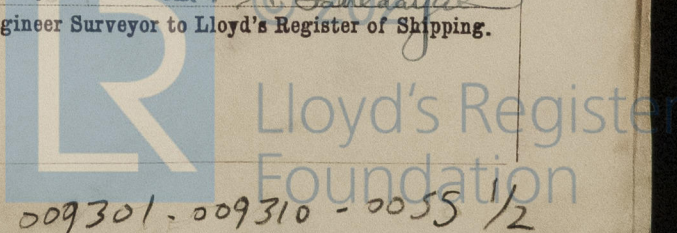
Damage or Repair Fee (if any) --- Received by me, 19

Shipping expenses (if chargeable) (See Hull Report)

Committee's Minute TUE. 12 AUG 1941

Signed DBS 441

Engineer Surveyor to Lloyd's Register of Shipping.



009301-009310-0055/2

Port of

Kobe.

Continuation of Report No. 11735 dated

30/4/41

on the

"AZUMA
MARU"Auxiliaries:-

Auxiliary generator for port use - all parts complete.

Pumps:-

No.2 (Outboard) fuel oil transfer pump.

No.2 (Outboard) fuel oil service pump.

Fuel oil tanks &c.:-

No.2 (Port) fuel oil settling tank - internally.

No.2 (Port) fuel oil service tank - internally.

No.2 (Inboard) air reservoir - internally.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs and adjustments effected. K.S.



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Foundation

MS. 4.41.

CS. advanced.

It is submitted that
this vessel is eligible for
THE RECORD.

MS. 4.41

Yours

B. 8. 41



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