

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 31st Jan., 1955 When handed in at Local Office 1955 Port of KOBE
No in Reg. Book. Survey held at Tamano Date. First Survey 31st Dec. 1954 Last Survey 12th Jan., 1955.
(No. of Visits 4)
52137 on the Machinery of the ~~WOODHOLME~~ S.S. "ASAKAZE MARU"

Tonnage { Gross 4995 Vessel built at Sunderland By whom W. Gray & Co., Ltd. When 1929 7
Net 3484 Engines made at W. Hpl. By whom Cen. Mar. E. Wks., Ltd. When -
As Per Rule - Boilers, when made (Main) - (Donkey) -
No. of Main Boilers 2 Owners Nakamura Kisen K.K. Owners' Address -
(if not already recorded in Appendix to Register Book.)
"Aux." 1 Managers - Port Kobe Voyage -
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both
Steam Pressure - 200 (State name of Dock.) Mitsui S.B. & Eng., Co., Ltd., Tamano.
in Main Boilers -
in Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
HULL MACHINERY
BS* 8,54 MBS* 12,54
BlrS 1,54
Sps 12,52
CL 7,53
ss Tri - 11,48
ss Hiroshima 12,52
Fitted to oil fuel.

Particulars of Examination and Repairs (if any) B.S. & General Examination
Periodical Surveys, when held, must be reported in detail and serially 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and titles 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 " " " "
Do not state for what reasons. What parts of the Boilers could not be thus thoroughly examined?
At 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?
The latest date of internal examination of each boiler 7th January, 1955 Present condition of funnel(s) Good Drum Spt.
To what pressure were they afterwards adjusted under steam? 205 lbs. 200 lbs.
The Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 201 lbs.
The Surveyor examine the Safety Valves of the Donkey Boilers? Yes
The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?
The Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? None
The Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes
The screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end?
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 oil retaining appliance fitted at the after end? - State date of examination of screw shaft. - State the wear down in the stern bush 3 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No
The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No
The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
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 drydock, propeller, after end of stern bush and outside fastenings of sea connection examined.
Sea connections opened up, examined and found or now placed in good condition.

General Examination:
Main engine M.P. L.P. cylinders, pistons, slide valves and rods, all popet valves, all crank pins and bearings, Nos. 1, 3, 5 & 6 journals and main bearings, Nos. 2, 4 & 6 plumber blocks and intermediate shafts, main engine driven plunger pumps, air pump, 2 feed pumps, main and aux. condensers (tested) opened up, examined and found or now placed in good condition.
Boiler: Port & Starboard main boilers with superheaters and Donkey Boilers examined internally and externally with doors, mountings, fastenings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.
Oil fuel and steam smothering installations tested under working conditions, fuel tank valves, deck control gear and oil discharge pipes between pumps and furnaces generally examined and found or now placed in good condition.

Wear & Tear Repairs:-
Main Engine: M.P. piston rod and valve spindle skimmed and their gland bushes renewed. (P.T.O.)

General Observations, Opinion, and Recommendation:-
(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, etc.)
The Machinery and Boilers of this vessel, so far as now seen, are in good condition and is eligible in my opinion to remain as now classed with fresh record of BlrS 1,55.

Fee (per Section 23) £34,000
Damage or Repair Fee (if any) £10,000
Working expenses (if chargeable) £5000
Fees applied for, JAN 31 1955
Received by me, J. Donohue
Engineer Surveyor to Lloyd's Register of Shipping.
THURSDAY 10 MAR 1955
Blr. S. 1.55.

Pumps & etc.: Two (2) feed pump water cylinders skimmed.
Main condenser - 9 tubes renewed and tested.
Aux. condenser - 6 tubes renewed and tested.

Boilers:- Starb'd. Boiler - 33 smoke tubes renewed.
1 combustion chamber stay renewed.
Port Boiler - 43 smoke tubes renewed.
2 combustion chamber stays renewed.
Superheater safety valve body (s.c.) renewed.

Other minor repairs renewed.

Interim Certificate No.B1-21624 issued - copy attached.



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