

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

29 MAR 1954

(Received at London Office)

Date of writing Report: 1st March 1954. When handed in at Local Office: MAR - 9, 1954. Port of: KOBE
 Date of Survey held at: Tamano, Japan. Date: 16th Jan., 1954. Last Survey: 28th Jan., 1954.
 (No. of Visits: 2)

on the Machinery of the ~~Work, etc.~~ Steel: S.S. "ASA KAZE MARU"
 Gross: 4995 Vessel built at: Sunderland By whom: W. Gray & Co., Ltd. When: 1929 17
 Net: 3502 3/4 Engines made at: W. Hpl. By whom: Cen. Mar. E. Wks. Ltd.
 Main Boilers: 2 Boilers, when made (Main): (Donkey)
 Owners: Nakamura Steam Ship Co., Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)
 Managers: KISEN KK Port: Kobe Voyage:
 If Surveyed Afloat or in Dry Dock: Both Mitsui, Tamano

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
BS x (E1) 7,53	MBS x 11,48
10,51	BlrS 11,51
	msp 11,48
ss Tri.- 11,48	TSCl 7,639,50

AS 4.52
Fitted for O.F.

Report No. Port: General Inspection Machinery and
 Particulars of Examination and Repairs (if any): B.S.
 Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, any, and, in detail, the nature and extent of Examinations and subsequent Repairs.

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.
 Has anyone else made a special damage report? If so, by whom?
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes
 What parts of the Boilers could not be thus thoroughly examined?
 For what reasons?
 By what 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?
 Date of internal examination of each boiler: 22-1-54
 Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 204 lbs.
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 202 lbs.
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes
 Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? Yes and of the Donkey Boilers? Yes
 Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes
 Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes
 Has 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? No
 Has the screw shaft now been changed? No If so, state reasons: - Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes
 Has an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft: - State the wear down in the diameter of the screw shaft: 5.7mm
 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No
 Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 Are the auxiliary machinery, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If the machinery is not complete, state what arrangements have been made for its completion and what remains to be done: Complete.

Done:- Vessel placed in drydock, propeller, aft end of stern bush, sea connections and their fastenings examined and found in good condition.
 General inspection machinery:- At the Owners request, main engine cylinder covers, crank shaft, thrust and its bearings, intermediate shafts, feed pumps, G.S. pump, Dependent pumps, cooling pump examined and found or now placed in good condition.
 & D.B.S.:- Internally and externally together with their mountings and the safety valves adjusted under steam.
 Steam smothering and the deck control gears examined under working condition and found in order.
 Feed heater opened up examined and tested to 2 times of W.P. and found in good condition.
 & tear repair:- Centrifugal cooling pump shaft found a crack, now renewed.

Interim Certificate No.C-18206 issued, copy attached hereto.

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 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, is in good condition and suitable in my opinion to remain as now classed with fresh record of BlrS 2,54.

Fees applied for, MAR - 9, 1954
 Received by me, 1954
 Expenses (if chargeable): See R.P.P.

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY - 4 MAY 1954

BlrS 1,54