Rpt. 9.

No. 1466

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

(Received at London Office 21 JUL 1953)

Date of writing Report 8th July, 19 53. When handed in at Local Office JUL 14 1953 19 Port of KOBE

No in Reg. Book. Survey held at Tamano, Japan Date. First Survey 30th June, Last Survey 1st July, 19 53. (No. of Visits 2)

~~52035~~ 02076 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ASAKAZE MARU"

Tonnage: Gross 4995, Net 3502

MN As Per Rule -

No. of Main Boilers 2

HS " " " 5758

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 200, in Donkey Boilers 200

Vessel built at Sunderland By whom W. Gray & Co.,Ltd. When Year 1929 Month 7

Engines made at W. Hpl. By whom Cen. Mar. E. Wks.Ltd. When

Boilers, when made (Main) (Donkey)

Owners Nakamura Steam Ship Co.,Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Kobe Voyage

Managers

If Surveyed Afloat or in Dry Dock (State name of Dock.) Drydock Mitsui, Tamano.

Last Report No. Port TS (CL) and

Particulars of Examination and Repairs (if any) Propeller damage

(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.

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

HULL	MACHINERY
BS x 10,51	MBS x ~~11,48~~ 12,52
ss Tri - 11,48 AS. 4,52.	BlrS ~~11,51~~ 12,52
	msp ~~11,48~~ 12,52
	15 CL 9,50

Fitted for oil fuel.

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

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? No

" " Donkey " " " -

If not, 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 30-6-53 State the wear down in the stern bush 4.2mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

(Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.)

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Is a Certificate required? If so, to be sent to

Now Done: Vesselplaced in drydock, propeller, sea connection and their fastenings examined and found or now placed in good condition.

Repairs due to Damage: Damages stated to have been caused through touching the quay wall on the 22nd April, 1953 at Santiago Cuba, propeller examined throughout and found.

No.1 blade:- trailing edge bent over forward, now faired.

No.4 blade:- Blade tip at following edge bent over aftward for a length about 450mm,40mm depth and broken 60mm length and 50mm depth, now faired and brazed.

Blade tip at leading edge bent over forward for a length about 600mm and crocked 70mm length.

Now faired and crack veed out and brazed.

Screw shaft drawn in, examined and found in good condition.

Interim Certificate No.C-15646 issued, copy attached hereto.

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 of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of screw shaft seen 7,53.

Survey Fee (per Section 23) TS (CL) ~~£~~¥ 6,000.-

Special Damage or Repair Fee (if any) (per Section 23.) ~~£~~¥10,000.-

Travelling expenses (if chargeable) ~~£~~ See Rpt.8

Fees applied for JUL. 14 1953 LOCALLY 19 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURSDAY 13 AUG 1953

Assigned

8.7,53

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