

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

(Received at London Office)

Date of writing Report 11th Feb., 1953. When handed in at Local Office 19 Port of KOBE
 No in Reg. Book. Survey held at Hiroshima, Japan Date. First Survey 6th Dec., Last Survey 23rd Dec. 1952.
 (No. of Visits 6)

52035 on the Machinery of the ~~Ward~~ Ward Steel S.S. "ASAKAZE MARU"

Tonnage { Gross 4995 Vessel built at Sunderland By whom W. Gray & Co., Ltd., When 1929 7
 Net 3502 Engines made at W. Hpl. By whom Gen. Mar. E. Wks. Ltd. When 1929
 Nominal } Boilers, when made (Main) (Donkey)
 Horse Power } Owners Nakamura Kisen K.K. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 Managers Port Kobe Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both
 Steam Pressure — (State name of Dock.) Hiroshima Dock
 in Main Boilers 200 Particulars of Classification (which must be inserted
 in Donkey Boilers 200 Precisely as in Register Book & Supplements).

Last Report No.

Particulars of Examination and Repairs (if any) MBS & TS, SRL, Alteration of Dynamo Eng.

(Periodical Surveys, when held, must be reported in detail and serially 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 through examination at this time? Yes

" " 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 13-12-52 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq. in.

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? Yes, 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? Yes, 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? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 13-12-52 State the wear down in the

stern bush 4 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

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.

Now Done:- Ship placed in drydock, propeller, stern bush, sea connections & valves with their shaft fastenings, examined & found in good condition. Screw shaft with continuous liner, examined & found in good condition.

Engine opened up for survey:

All cylinders, pistons, slide valves and rods, crank, thrust and intermediate shafting, pumps & condensers (tested), valves, cocks, pipes and strainers of the pumping arrangements and bilge system, bilge injection valve opened up examined and found in good condition.

Oil fuel daily service tanks with their fittings and connections opened up cleaned and examined internally and found in good condition.

Oil fuel pumps opened up and examined, all valves, tanks, pipes and deck control gear in connection with oil fuel and steam smothering installations generally examined and found in good condition. Installation tested under working condition.

A selected number of main steam pipes also auxiliary steam pipes over 3" bore & feed water piping removed for examination and tested by hydraulic pressure to 2 XWP.

Electrical Equipment: Electrical Fittings on all main and sub-distribution switchboards and boxes examined to ensure circuits are not overfused. Electric cables examined as far as practicable. Generators, cables, heaters, fittings, etc., tested, insulation resistance found to be not less than 100,000 ohms. (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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 to LMC 140 lb., FD, &c.)

CS 3.34

The machinery & boilers of this ship are in good condition & eligible in our opinion to be continued as classed with fresh record M.B.S. 12,52 & screw shaft (CL) seen 12,52.

Survey Fee (per Section 23) MBS £74,000 Fees applied to 19 FEB 1953
 Alteration & Elect. £25,000 LOCALLY
 Special Damage & Repair Fee (if any) £32,000 Received by me, 19
 BS (per Section 23.) £8,500
 Travelling expenses (if chargeable)

Committee's Minute

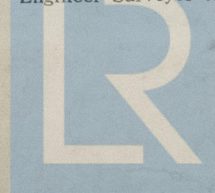
Assigned

MBS * 12,52

m.s.p. 12,52

BL S. 12,52 S 12,52
CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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

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

012003-012010-0103

New 30 K.W. steam driven Dynamo engine now fitted in place of original old 13 K.W. dynamo as per Rules. particulars are as follows:-

Prime mover:-

Compound steam engine, HP 180m/m, LP 300 m/m
130 m/m stroke. R.P.M. 550

Manufacturers - Nippon Zoki, Amagasaki, Japan.
Machine No.K-4

Electric Generator(D.C.): - Voltage 105V ampere 286A

Manufacturers - Matsushiba Denki

Generator No. - No.204978

Prime movers opened up and examined.

The 2 Main and one ^{AUXILIARY} ~~Denkey~~ Boilers ^{with let} examined internally and externally with doors, mountings, and safety valves & found or now placed in good condition. Safety valves adjusted under steam as stated above.

Repairs due to wear and tear:-

180 main condenser tubes renewed.

2 Propeller blade tips slightly bent, now faired.

Boiler safety valve springs (all 6) renewed.

90 Boiler smoke tubes renewed. (15 each furnace)

5 aux. boiler smoke tubes renewed.

All air heating pipes renewed in all boilers, some of Feed water pipes, bilge pipes, ballast pipes, Air & sounding pipes and other pipes renewed.

Electric cables repaired several places.

Other minor repairs effected.

Interim Certificate No.C-12721 issued, copy attached hereto.



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