

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

No. 11646

(Received at London Office)

Date of writing Report 5/12/40 When handed in at Local Office 20th Dec. 1940 Port of Kobe.
 No. in Reg. Book. 70046 Survey held at Kobe. Date, First Survey 22/11/40 Last Survey 29/11/1940.
on the Machinery of the ~~Kobe Iron~~ Steel M.S. "ASAKA MARU". (No. of Visits Two.)
 Tonnage { Gross 7399 Vessel built at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1937 11mo.
 Net 4231 Engines made at Nagasaki. By whom Mitsubishi Jukogyo K.K. When 1937.
 Nominal Horse Power { 2248 NHP Boilers, when made (Main) -- (Donkey) 1937.
 No. of Main Boilers -- Owners Nippon Yusen Kabushiki Kaisha. Owners' Address --
 No. of Donkey Boilers 1 Managers -- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers -- Port Tokyo. Voyage --
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Mitsubishi Dock.

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

(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 thorough examination at this time? --

" " Donkey " " " " Yes.

If this was not done, state for what reasons? --

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

Also 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 November, 1940. 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 screw 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 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 date of examination of Screw Shaft -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft 4.3 m/m.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.. As/Report.

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

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

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

The following parts of main and auxiliary engines were opened up, examined and found or now placed in good condition.

Main Engine:-

Nos.1, 5, 6, 7 & 8 cylinders, pistons, valves, gears and covers.

Nos.6 & 7 connecting rods and top ends.

Nos.6 & 7 bottom ends.

Nos.6, 7 & 8 crankshaft journals.

Thrust shaft. (Continued).

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.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh record of **D.B.S. 11, 40.** now and fresh record of ***L.M.C. (G.S.)** (with date) when the Survey has been completed.

Survey Fee (per Section 29) Yen 140:00 Fees applied for 30/11/19 40
 Special Damage or Repair Fee (if any) -- Received by me, --
 Travelling expenses (if chargeable) (See Hull Report) 19

Committee's Minute

Assigned

W. H. Riddell
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 013240-013244-0184 1/2

Auxiliaries:-

No.1 (Starboard Outboard Forward) auxiliary diesel engine - complete.

No.2 (Starboard Inboard Forward) auxiliary air compressor.

Bilge pump suction and delivery valves.

Starboard starting air reservoir - internally.

Steering gear.

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

The oil fuel installation for donkey boiler examined under working conditions and found in order.

ARK.