

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

(Received at London Office

NOV 29 1939

Date of writing Report 21/10/ to 39. When handed in at Local Office 23/10/ to 39 Port of Kobe.

No. in Reg. Book. 20390 Survey held at Osaka. Date, First Survey 5/10/39 Last Survey 19/10/1939.
(No. of Visits Three.)

on the Machinery of the ~~Block Iron~~ Steel S/S "AYAHA MARU"

Tonnage { Gross 5278
Net 3267 Vessel built at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd. When 1917 2mo.

Nominal Horse Power { 510 NHP Engines made at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd. When 1917.

No. of Main Boilers 3 SB Boilers, when made (Main) 1917 (Donkey) --

No. of Donkey Boilers -- Owners Tatsuma Kisen Kabusiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs Managers Port Nisinomiya. Voyage --

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Fujinagata Dock.

Last Report No. PortParticulars of Examination and Repairs (if any) LMC

(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? Yes.

Do. " Donkey " " " --

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 October 1939. Present condition of boiler Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- 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 Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? --

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? Not

State date of examination of Screw Shaft -- State the distance between bearing metal of stern bush and top of after bearing of screw shaft Available.

If 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 dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were 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.

REPAIRS DUE TO WEAR AND TEAR:-

H.P. slide casing - re-bored and new rings adjusted.

H.P. crank brasses - remetalled.

13 small stays and 3 tubes in boilers renewed.

Safety valve seat on Nos. 1 & 3 Boilers - renewed.

Other minor repairs effected.

General Observations, Opinion, and Recommendation: The Machinery and Boilers of this vessel

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

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 10, 39.

Survey Fee (per Section 29) £240:00 Fees applied for 19/10/1939

Special Damage or Repair Fee (if any) £--:--

Travelling expenses (if chargeable) (See Hull Report).

Received by me, 19

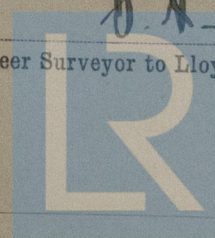
Committee's Minute

Assigned

FRI. 8 DEC 1939

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W333-0082