

## Port of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office.)

4 SEP 1941

Survey Report 24th June, 1941. When handed in at Local Office 24th June, 1941. Port of YOKOHAMA

Survey held at YOKOHAMA

Date, First Survey 6th June, Last Survey 17th June, 1941.

on the Machinery of the ~~Wood-Iron or Steel~~ Quad So. M.S. "ASAMA MARU"

(No. of Visits Three)

Gross 16975 Vessel built at Nagasaki By whom Mitsubishi Zosen K. Id. When 1929-10  
 Net 10017 Engines made at Winterthur By whom Sulzer Bros. When 1929  
 4008 Boilers, when made (Main) x (Donkey) 1929  
 Boilers x Owners Nippon Yusen K.K. Owners' Address x  
 (If not already recorded in Appendix to Register Book.)  
 y Boilers 2 Managers x Port Tokyo Voyage x  
 ure- x If Surveyed Afloat or in Dry Dock Both  
 illers x (State name of Dock.) M.J.K. Yokohama Dock.  
 Boilers 120 lbs.

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

CHARACTER  
 of Special Survey  
 Date of last Survey and of  
 Periodical Survey.

100A1  
 with freeboard  
 1-41  
 ssNag. No. 2-38

Machinery and Boiler  
 Survey  
 (Including date of M.S., if any.)

IMC 8-38  
 DBS 2-41  
 TS (CL) 16-38  
 sf6-38  
 pa7-40  
 sa7-40

Lloyd's RMC  
 1-41

Fitted for carrying cargo oil  
 10,29 F.P. above 150°F in deep  
 tanks.

Port No. Port  
 of Examination and Repairs (if any) IMC-CS part. & TS

Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the  
 repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on  
 damage (the cause of which must be stated) should be separated from repairs due to other causes; and  
 if detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he

his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " " "

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the

to assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler.

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Port forward & starboard forward only.

Shaft now been drawn and examined? Yes/ Is it fitted with continuous liner? Yes

How been changed? X If so, state reasons X

It now fitted been previously used? X Has it a continuous liner? X

examination of Screw Shaft? 10-6-41

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

Is Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Is not complete, state what arrangements have been made for its completion and what remains to be done

uous oil engine survey will be advanced at every opportunity.

ts now examined:-

engines:- No.1 Eng. (Starbd. Out):- Nos. 5 & 7 cylinders, pistons, covers, valves and gears,

crossheads, guides, connecting rods, and brasses.

Nos. 3, 5 & 7 crank pins and brasses.

Nos. 1 & 8 main crank shaft journals.

Thrust & intermediate shaftings.

Forward main air compressor complete.

Injection air bottle internally.

Continued.

al Observations, Opinion, and Recommendation:- The machinery of this vessel is in good  
 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, H.B. 0, 11, H.B.M.B. 0, 11, & L.M.C. 0, 11, or  
 (L.M.C. 140 lb., P.D., &c.)  
 CS 2, 3, 4.

ion and eligible in my opinion to be continued as classed with fresh record of Port forward  
 arboard forward Tail Shafts (CL) seen 6-41, and x IMC-CS with date when the survey has been  
 ted.

per Section 20) £ 125.00 Fees applied for  
 20-6-41  
 1/2 day Repair Fee (if any) £ X  
 per Section 20.)  
 expenses (if chargeable) £ 3.00 Received by me,  
 10

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 23 SEP 1941  
 ed As now subject



Guard S.S. "ASAMA MARU".CS parts now examined:- Main engines:- (continued)

No.2 engine (Starbd.In):- Nos.6 & 7 cylinders, pistons, covers, valves and gears.

No.3 -2 crosshead, guide, connecting rod, and brasses.

No.1 crank pin and brasses.

Nos.8 & 9 main crank shaft journals.

Intermediate shafting.

After main air compressor complete.

Injection air bottle internally.

No.3 engine (Port In):- Nos.3 & 8 cylinders, pistons, covers, valves and gears.

No.3 crosshead, guide, connecting rod, and brasses.

No.7 crank pin and brasses.

Nos.2 & 3 main crank shaft journals.

Intermediate shafting.

After main air compressor complete.

Injection air bottle internally.

No.4 engine (Port Out):- Nos.2 & 4 cylinders, pistons, covers, valves and gears.

No.4 crosshead, guide, connecting rod, and brasses.

No.6 crank pin and brasses.

Nos.4 & 5 main crank shaft journals.

Thrust and intermediate shaftings.

After main air compressor complete.

Injection air bottle internally.

Nos.9, 10, 11 & 12 HP air bottles inside.

No.3 (Port inner) IP air receiver inside.

No.2 (Port) Turbo blower.

Port jacket cooling water cooler.

Starboard L.O. cooler.

No.1 piston cooling water pump.

No.3 jacket cooling water pump.

No.1 bilge pump, and No.2 bilge pump.

Emergency bilge pump.

No.2 F.O. shifting pump.

Continued page 3.



Quad Sc.M.S. "ASAMA MARU".CS parts now examined:- (continued)Main generating engines.

No.1 engine:- All cylinders, pistons, covers, valves and gears, connecting rods and brasses, crank pins, main crank journals and bearings.

Air compressor throughout with coolers and blast air bottle, and Dynamo.

No.2 engine:- No.2 cylinder, piston, cover, valves and gears, connecting rod and brasses, crank pin.

Air compressor throughout with coolers and blast air bottle.

No.3 engine:- Nos.1 & 2 cylinders, pistons, covers, valves and gears, connecting rods and brasses, crank pins and main crank journals and bearings.

No.1 W.T. door stone pump.

No.1 feed water pump.

Fuel oil heater.

No.2 auxiliary jacket cooling water pump.

Auxiliary condenser.

No.1 steering engine.

Feed heater.

Now done:- Vessel placed in dry dock, all propellers, port forward and starboard forward stern bushes and aft end of port aft and starboard aft stern bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Port forward and starboard forward Tail Shafts with continuous liner, examined and found or now placed in good condition.

Repairs due to wear:- Starboard out (No.1) main engine No.5 cylinder liner and No.7 cylinder liner renewed. Marks found as follows:-

No.1 eng. No.5	No.1 eng. No.7
: LLOYD'S No.7853B :	: LLOYD'S No.7606B :
: WTP 80KG SS 22-11-40 :	: WTP 80KG FI 14-2-40 :
: 6KG SS 26-11-40 :	: 6KG FI 16-2-40 :

Interim Certificate issued - copy attached.



Chad Rauced.

It is submitted that

this vessel is eligible for

THE RECORD, 17th Dec

In the 17th Dec 1941

Engine 241

19/9/41

Limit to 1000 1000

17th Dec 1941

17th Dec 1941

17th Dec 1941

17th Dec 1941