

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

Date of writing Report 1st Sept. 41 When handed in at Local Office 1st Sept 41 Port of Kobe

No. in Survey held at Kobe Date, First Survey 29/8/41 Last Survey 29/8/41

10050 on the Machinery of the ~~HOONKOKA~~ Steel Gun Se M/S "ASAMA MARU"

Tonnage Gross 16975 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd. When 1929, 10 mo.

Net 10017 Engines made at Nagasaki By whom Mitsubishi Zosen K.L.A. When 1929

Nominal Horse Power 40018 NHP Boilers, when made (Main) (Donkey) 1929

No. of Main Boilers Owners Nippon Yusen Kaisha Owners' Address

No. of Donkey Boilers 2 Managers Port Tokyo Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers 120 lbs. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. 7110. Port YKA.

Particulars of Examination and Repairs (if any) PART LMC (CS)

(Periodical Surveys, when held, must be reported in detail and in relation to 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 " " "

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

State date of examination of Screw Shaft

State the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

NOW DONE:- The following parts opened up and examined and found or now placed in good condition.-

No.4 Port Outer Main Engine:- No.6 cylinder, piston, valves, gears, cover and

connecting rod with top end.

No.3 Port Inner Auxiliary Oil Engine:- Air compressor - complete with crank pin.

REPAIRS DUE TO WEAR AND TEAR:- No.4 main engine, No.6 cylinder liner and No.3 auxiliary oil

engine compressor cylinder - renewed due to excessive wear.

The new parts found marked as follows:-

(Continued)

General Observations, Opinion, and Recommendation:- The Machinery and Boilers 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, &amp;c.; thus, for example, B.S. 9, 11, B.S.M.S. 9, 11, L.M.C. 9, 11, or CS 9, 11, P.D., &amp;c.)

vessel are in good condition and eligible in my opinion to be continued as classed,

L.M.C. (C.S.) 8. 38 be retained with fresh under date when the survey has been further

advanced.

Survey Fee (per Section 29) Yen : 30.00 Fees applied for 29/8 41

Special Damage or Repair Fee (if any) £ Received by me,

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

As now

TUE. 5 MAY 1942

OMIT CLASS ON RE-PRINT.

N. A. ...

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation



-4 DEC 1941

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe

Continuation of Report No.

dated 1st Sept. 1941 on the "ASAMA MARU"

No.4 M.E. No.6 cylinder liner:-

: LLOYD'S NO. 7853-A	:
: W.T.P. 80 KGS. 22-11-40	F.I. :
: W.T.P. 6 KGS. 25-11-40	LR :

No.3 Auxiliary oil engine compressor cylinder.

: A-314	:
: LLOYD'S TEST NO. 8052	:
: W.T.P. 30 KGS/CM <sup>2</sup>	6-8-41 F.I. :
: W.T.P. 4 KGS/CM <sup>2</sup>	7-8-41 LR :

Other minor repairs carried out. *N.A.*



*As advanced*

*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*Thru*

*16.12.41*