

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

(Received at London Office)

Date of writing Report 30th Nov., 1953. When handed in at Local Office 19 Port of KOBE 74 DEC 1953

No in Reg. Book. Survey held at Tamano, Japan Date. First Survey 14th Nov., Last Survey 22nd Nov., 1953.

00488 on the Machinery of the ~~Wooden~~ Steel M.V. "AKAGISAN MARU" (No. of Visits 3)

Tonnage { Gross 6637 Vessel built at Tamano, Japan By whom Mitsui S.B. & E.Co., Ltd. Year. Month. When 1951 10
 Net 3736 Engines made at " By whom " When 1951 10
 MN As Per Rule 1600 Boilers, when made (Main) (Donkey) 1951.
 No. of Main Boilers - Owners Mitsui Sempaku K.K., Owners' Address (if not already recorded in Appendix to Register Book.)
 HS " " " - Managers " Port Tokyo Voyage "
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both
 Steam Pressure— in Main Boilers - (State name of Dock.) Mitsui, Tamano
 in Donkey Boilers 100

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

HULL	MACHINERY
+100A1	+IMC 9,51
10,52 3.53.	DBS 10,52
	TsCL
Carrying veg. oil in deep tank.	

Last Report No. Port
 Particulars of Examination and Repairs (if any) LMC (CS) +D.B.S
 (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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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? 16th November, 1953

State latest date of internal examination of each boiler. Present condition of funnel GOOD

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 7.1

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 7.1 kgs/cm2

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? No If so, state reasons. Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft. State the wear down in the stern bush. 2.7mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

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. To complete see form 7E.

Now Done:- Vessel placed in drydock, propeller, aft end of stern bush, sea connections and their fastenings examined and found in good conditions.

LMC (CS):- Following parts now examined.

Main Engine:- Nos.4 & 5 cylinder covers, calves, pistons and piton rods, cylinder liners, cross-heads and their bearings, connecting rods, crank pins, Nos.7 & 9 cylinder liners, Nos.4,5 & 6 main bearings, thrust and intermediate shafts.

Auxiliaries:- Forw'd dynamo engine in tis entirety.

Pumps:- Dependent pumps, Fresh water cooling pump, sea and fresh water cooling pump, sea water cooling pump.

Inboard, main air receiver externally and internally together with its mountings.

The above parts found or now placed in good condition.

DBB& Economizer:- Internally and externally together with their mountings and the safety valves adjusted under steam as stated above. (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, etc.)
 The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of +LMC (CS) with date when the survey has been completed and D.B.S. 11,53.

Survey Fee (per Section 23) C.S. £20,000.-
 Special Damage or Repair Fee (if any) D.B.S. & Economizer 16,000.-
 Travelling expenses (if chargeable) (See Rpt.8)

Committee's Minute TUESDAY 12 JAN 1954

Assigned DBS 11,53

Fees applied for 3 DEC 1953
 Received by me, [Signature]

Engineer Surveyor to Lloyd's Register of Shipping.



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

Wear and tear Repairs:-

Nos. 4, 5 & 7 cylinder liners found worn, now renewed.
No. 9 cylinder liner found worn, now renewed with spare one.
The old No. 7 cylinder liner now stored on board as spare:

Marks on cylinder liners are as follows:-

No. 4, 5 & 7 liner

LLOYD'S TEST KOB
W.T.P. 7kg/cm²
MH LR 7-11-53

No. 9 cylinder liner

LLOYD'S TEST
W.T.P. 7kg/cm²
MH LR 14-4-51

Alternation:-

A motor driven stripping pump for bilge and ballast use newly installed port aft in engine room.

Particulars are as follows:-

Pump

Water cylinder diam. 100mm
Stroke 120mm
r.p.m. 100mm

Maker's certificate for motor attached hereto.

Donkey Boiler now converted from natural draft to forced draft.

Particulars of fan are as follows:-

Type Sirocco type
Capacity.. 20M³/min.
R.P.M..... 2000
Maker..... Nippon Denki Seiki Co., Ltd.

Maker's Certificate for fan motor attached hereto.

Interim Certificate No.C-17079 issued, copy attached hereto.

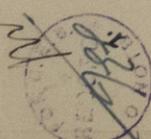
*DBS (not due) now had
C.A. Advanced
Four cyl. liners renewed*

*It is submitted that this
vessel is eligible for THE
RECORD. DBS 11/53*

31 DEC 1953

Notes for RMC.

Part 4 of 2 on the Surveyor's exam's 11/53.



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