

Rpt. 9

Date of writing report 7th June, 1955.

Survey held at Osaka, Japan.

9 - JUL 1955

Received London

Port KOBE.

No. 2827

No. of visits 5

First date 6th May, Last date 26th May, 1955.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 75815 S.S. Name ~~MYX~~ "RYUKO MARU" Gross tons 4435 Date of build 1928 6mo.  
Owners Kotani Kisen K.K. Managers - Port of Registry Kobe.  
Engines made Grk. By J.G. Kincaid & Co., Ltd. Type Triple exp. Reciprocating Eng.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 3 W.P. 200 lbs.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey +LMC, sps, & TS(CL)  
Was Damage Report issued? - Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
+100Al With freeboard	+LMC 12,51 BS 3,54 sps 11,49
3,54	TS CL 1,53
ss Osa - 12,51(Dr.)	
Reclassified 11.46	ego ballens not fitted.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes 1.0mm Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 7-5-55 Has Shaft been changed? No  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No  
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods Good  
2 Valves & Gears Good  
3 Connecting Rods, Top Ends & Guides ~~XXX~~  
4 Crankpins & Bearings ~~XXX~~ Good  
5 Journals & Bearings Good  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices  
MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS Good  
24 INTERMEDIATE SHAFTS & BEARINGS Good  
25 HOLDING DOWN BOLTS & CHOCKS Good  
26 CONDENSERS (MAIN & AUX.) Good (Tested)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES Good  
30 MAIN ENGINE DRIVEN PUMPS Good  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manoeuvring? Yes

## OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel, so far as now seen, is in good and efficient condition and eligible in our opinion to remain as now classed with fresh record of +LMC 5,55, TS(CL) seen 5,55, sps 5,55 and the Notation of "Fitted for O.F. 5,55 F.P. above 150°F."

Date of Committee

Decision

THURSDAY - 4 AUG 1955

+LMC 5.55  
5 5 55 sps 5.55

CERTIFICATE WRITTEN.

Fitted for oil fuel 5.55 F.P. above 150°F

30m, 5.54, T.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

003808-003815-0088

If certificate is required state where to be sent. Kall



32 Essential Independent Pumps (Identify by position) Port Fw'd. feed Pump, Port M.D. G.S. pump, Port aft main circulating pump, Port aft ballast pump: Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Good

35 Fresh Water Coolers - 36 Lub. Oil Coolers - 37 Heaters (state service) 1 feed (Tested), 2 oil burning (tested) / (Newly installed).

38 Independent Air Compressors, Coolers & Safety Devices -

39 Air Receivers & Safety devices—Main - 40 Auxiliary -

41 Oil Fuel Tanks (Not forming part of hull structure) 2 Settling tanks (tested) (newly installed)

42 Evaporators Good (tested) 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Starboard side outboard and inboard dynamo engine in their entirety.

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
		AUXILIARY EQUIPMENT	
a	Generators		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
l	Generators & Governors	Good	
m	Motors	-	
n	Switchboards & Fittings	Good	
o	Circuit Breakers	Good	
p	Cables	Good	
q	Insulation Resistance	Good	
r	Steering Gear Generators and Motors	-	
s	Navigation Light Indicators	Good	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN 9-5-55 Port, centre and starb'd. AUXILIARY, DONKEY or PRESS -

Superheaters -

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 203 lb/in2  
Spt. -

Boiler Securing Arrangements Good

Main Economisers - Exhaust Gas Heated Economisers -

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Good Forced Circulating Pumps Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel (tested) Auxiliary (over 3 in. bore) Steel (tested)

Were Copper Pipes annealed? Yes Have Saturated Pipes in cylindrical boiler smoke boxes been tested? -

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Oil fuel conversion:- Vessel converted oil fuel system at this time. Two(2) Oil fuel burning units (steam driven) and pipings fitted as per Rules and approved plans. The installation was tested to the Rules requirements and found satisfactory. Steam heating coils fitted at this time to Nos.2 &5 double bottom tanks, and oil fuel settling tanks tested as per Rules. Separate oil fuel settling tanks newly fitted in original bunker and tested as per Rules. Deck control valves in way of settling tanks, O.F. pumps and steam smothering system examined, tested and found good. Up take dampers of boiler removed at this time. O.F. furning system examined under working condition and found satisfactory. (Plans as fitted of O.F. and piping approved hereto.)

Owners now changed to Kotani Kisen K.K., Osaka.

Interim Certificate No.B1-23401 issued - copy attached.

The following plans fitted hereto.

General arrangement in Boiler Room R-1, B.R. Piping diagram for steam & exhaust R-2, Bilge, ballast, feed water piping diagram, Piping diagram for fuel oil R-3, Fire extinguishing diagram for E.R.

Certificates for pumps etc., P-23363, M-22986, P-22794, OFH-22823, M-2 issued - copy attached.

Survey fees TMC 464.000

BS 30.000

Chc. 20.000

S.P.S. -

Damage fee Ch 8.000

Expenses O.F. Conversion (H.M.) 50.000

7.600

Date when A/c rendered

JUN 30 1955

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