

2 JAN 1962

Rpt. 9

Date of writing report 16/12/1961  
Survey held at Tobata, Japan

Received London  
No. of visits One

Port SHIMONOSEKI No. 1912  
First date and Last date 30 Nov., 1961

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 18221 Name M.V. "KOEI MARU" Gross tons 6,804 Date of build 1-1934  
Owners Hokuyo Kisen K.K. Managers - Port of Registry Tokyo  
Engines made Nag By Mitsubishi Zosen Kaisha Type Oil Eng. 2SA 6Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of ~~SA~~/Donkey Boilers 1 W.P. 120 lb  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey Condition of Class  
Was Damage Report issued? - Int. Cert.? Yes, (C-11780) copy attached.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
✱ 100A1	✱ IMC
SS(Dr) 8/57	ES CS 8/57
DS 10/60	BS d 10/60
	TS CL 8/58
	SPS 9/59

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 Wear Down of Stern Bushes Oil Glands Sea Connections  
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

Survey confined to Main engine all Connecting rod bottom end †

4 Crankpins & Bearings

5 Journals & Bearings

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

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANGUEVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

### OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in efficient condition and eligible in my opinion the Survey Records be retained in the Supplement to the Register Book, without fresh record of survey and that her Machinery Classification Record be continued in the Book, subject to main engine all(6) Connecting rods being specially examined and dealt with as necessary before the end of April, 1962 (5 months limit).

Date of Committee

Decision

MONDAY 26 FEB 1962

D5961, without special (L)

subject (m)

22 10 61 C2M 10 61

T5961 D510 61

CERTIFICATES WRITTEN

Engine Surveyor to Lloyd's Register of Shipping  
Y. Hamada

003948-003957-0121



- 32 Essential Independent Pumps (*Identify by position*) .....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receiver & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (*Not forming part of hull structure*) .....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (*Identify by position*) .....

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

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

MAIN ..... AUXILIARY, DONKEY or PRESS .....

Superheaters .....

Safety Valves .....

Mountings, Doors & Fastenings .....

Safety Valves Adjusted to { Sat. ....  
Spt. ....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers .....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to .....

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

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

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

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

Were Copper Pipes annealed?..... 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*)

**Condition of Class:-**

Previously recommended, that " Main engine all(6) Connecting rods being specially examined and dealt with as necessary before the end of January, 1962 (3 mos. limit)".

At the request of the Owners, these 6 connecting rods examined, in especially, repair & reinforcement on the bottom ends, and found now to remain efficient.

It is stated by the owners, new rods are on order and will be renewed as soon as they are made.

It is recommended that these be specially examined and dealt with as necessary before the end of April, 1962 (5 months limit).

LEAVE THIS SPACE BLANK

Survey fees ... ¥10,000

Damage fee ...

Expenses ... ¥ 1,000

Date when A/c rendered

DEC 25 1961

LOCALLY

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Lloyd's Register  
Foundation

Class is all (6) M.E. connecting rods  
being specially examined by 10/12 (3 months limit).

Slk. above ill. built with by examination and repair  
found to remain efficient, the Surveyor  
recommends that the limit be extended  
to 4/62 (5 months limit).

NOTE Owners state new rods are on order.

It is submitted that this  
vessel is eligible to remain  
in Class (A), subject as  
amended.

11/1/62