

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

No. 2647

27 OCT 1941

(Received at London Office)

Date of writing Report 18th July 1941 When handed in at Local Office 18th July 1941 Port of SHIMONOSEKI

To. in Survey held at KASADO Date, First Survey 27th June Last Survey 16th July 1941  
(No. of Visits 3)

on the Machinery of the ~~Motor, Transport~~ Steel Sing. So. Steamer "LIVERPOOL MARU"

Gross 5866 Vessel built at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1919 4

Net 4271 Engines made at Kobe By whom Kawasaki Dkyd Co. Ltd. When 1919

440 Boilers, when made (Main) 1919 (Donkey) Aux. 1919

of Main Boilers 2 Owners Kokusai Kisen K.K. Owners' Address /  
(if not already recorded in Appendix to Register Book.)

of Main Boilers 1 Managers / Port Kobe Voyage /

Pressure 200 lbs Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both  
(State name of Dock.) Kasado Dock

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

st Report No. / Port Docking.

Particulars of Examination and Repairs (if any) LMC & TS.

Medical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 /

Is 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

" " " " " " Yes

his was not done, state for what reasons? /

What parts of the Boilers could not be thus thoroughly examined? /

On 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 1st July 1941

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes Present condition of funnel(s) Good

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

and of the Donkey Boilers? Yes

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

and of the Donkey Boilers? /

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

and of the Donkey Boilers? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Is shaft now been changed? No If so, state reasons /

Is the shaft now fitted been previously used? / Has it a continuous liner? /

State date of examination of Screw Shaft 1-7-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 102/1000"

Is electric light and/or power fitted? Yes

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

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 Complete.

Now Done:- Vessel placed in dry dock, propeller, stern bush with oil packing gland at aft end of tail

shaft, sea cocks & valves with their shell fastenings, examined and found or now placed in

good condition.

Tail shaft without liner, examined and found in good condition.

All cylinders, pistons, valves & rods, crank, thrust and intermediate shafting, condenser,

pumps, piping & pumping arrangements examined and found or now placed in good condition.

The 2 Main and One Auxiliary Boilers were examined over all parts with doors, mountings,

and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 16th July 1941.

Repairs due to wear & tear:- Bottom half of circulating pump casing renewed.

One boiler tube of port boiler renewed.

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, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, & L.M.C. 9,11, or

\*LMC 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be

continued as classed with fresh record of \*LMC 7-41, and "Tail shaft (OG) seen 7.-'41".

Survey Fee (per Section 29) £ 260:00 Fees applied for 18. 7. 1941

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

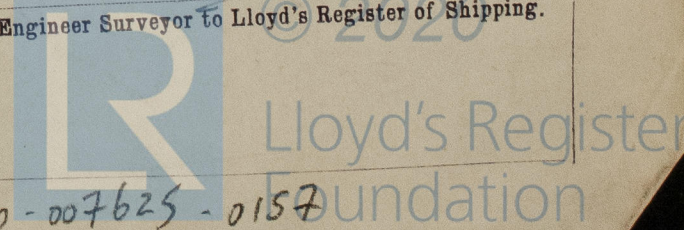
(per Section 29.) See Hull Apt. 19 /

Travelling expenses (if chargeable) /

Committee's Minute FRI. 7 NOV 1941

Assigned tamb 7-41

T. Kimmish  
Engineer Surveyor to Lloyd's Register of Shipping.



007620-007625-0157

Is a Certificate required? If so, to be sent to



B.D. dub 9.41 Skel  
Survey held on engines  
minor repairs effected

It is submitted that  
this vessel is eligible for  
THE RECORD.

+ Line 7.41  
S. 7.41

Thru  
5.14.41



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