

Rpt. 9

Date of writing report 10th May 1960
Survey held at Kawasaki

Received London
No. of visits 3

Port YOKOHAMA
First date 3rd May
Last date 9th May 1960

20 MAY 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 22972 S.S. "NAGASHIMA MARU"
Owners Iino Kaiun K.K. Managers
Engines made 1954 By Uruga Kogyo, Tamashima Type Oil Engine 2SA 6cy. 600 x 1040mm Sulzer
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers 1db W.P. 100lb
Surveyed Afloat or in Dry Dock in Dry Dock & Afloat
Nature of Survey Docking, TS (CL), ABS, CS
Was Damage Report issued? Int. Cert. Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A1 SS 2/58 Docking 3/59	+ LMC CS 2/58 d 2/58 CL 2/57

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 3.15 m/m Oil Glands Sea Connections Good
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 3-5-60 Has Shaft been changed? No
Has Shaft now fitted been previously used? Yes Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) /PORT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 2 Good No. 5 Good
2 Valves & Gears No. 2 Good No. 5 Good
3 Connecting Rods, Top Ends & Guides Side No. 2 Good No. 5 Good
Centre
4 Crankpins & Bearings Side No. 2 Good No. 5 Good
Centre
5 Journals & Bearings No. 4 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 No. 3 Good
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers No. 3 Good
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 Nos. 2, 3, 5 Good
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS Aux. Good
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS

29 STOP & MANOEUVRING 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 surveyed is eligible in our opinion to remain as now classed with fresh record of TS (CL) 5/60, ABS 5/60 and CS (with date) when the survey has been completed.

Date of Committee WEDNESDAY 8 JUN 1960
Decision ABS 5. 60
TS 5. 60

40m, 3.58 T. (MADE AND PRINTED IN ENGLAND.)

hm

Noted for Header

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D. N. Clayton
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

008439-008445-0110

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Inboard main engine sea water and fresh water cooling, Good, Outboard aux. sea water and fresh water cooling, Good, Bilge and fire, Good, O.F. transfer, Good, O.F. burning, Good, Aft feed water, Good, Inboard fuel valve cooling, Good, Outboard O.F. service, Good.
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 Forward, Good 37 Heaters (state service) S. Feed water, Good

38 Independent Air Compressors, Coolers & Safety Devices Aft, Good

39 Air Receivers & Safety devices—Main Inboard, Good

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) P. Inboard O.F. service (CL), Good

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) S. Inboard, Good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
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
4/5/60 Good

Superheaters

Safety Valves

Good

Mountings, Doors & Fastenings

Good

Safety Valves Adjusted to { Sat.
Spt.

100lb

Boiler Securing Arrangements

Good

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? Yes

Forced Circulating Pumps

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 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)

Repair (W & T):- Main engine:- No.2 cylinder liner worn and replaced with ship's new spare. Marks:-

No.5 piston crown worn and replaced with ship's used spare.

T.No. 8
No.2599A
LLOYD'S TEST TAG
W.T.P. 80KG
M.O. 5-12-58

Out board aux oil engine:- Forward cylinder block for Nos.1,2 & 3 cylinder renewed at this time on account of leakage through crack in way of forward cyl. liner.

New block identification mark:-

C-1173
LLOYD'S TEST TAG
W.T.P. 4KG
I.S. 11-3-59

Note:- With reference to circular No. 2144, since Main engine is Sulzer type oil engine and operating on heavy oil now.

It is submitted that entry in Register of Ships Vol. 1 Col. 7 should be amended to read 1 aux. B.

Survey fees CS. ¥ 68,000.-

TS (CL) ¥ 7,500.-

ABS ¥ 10,500.-

Docking see Hull Rpt. 8 No.3246

Damage fee

Expenses... ¥ 3,000.-

Date when A/c rendered

MAY 12 1960

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