

Rpt. 9

Date of writing report 26th Aug., 1960

Received London

Port KOBE

No. 8156

Survey held at Aioi

No. of visits 4

First date 5th Aug., 1960 Last date 13th Aug., 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15554 Name M.V. "ISE MARU"

Gross tons 13,221 Date of build 7,1954

Owners Terukuni Kisen

Managers

Port of Registry Tokyo

Engines made Aio

By

Harima Zosensho

Type Oil Engine 2SA 10Cy. 585 x 1550mm

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 W.P. 356 lbs

No. of Aux./Donkey Boilers 1 db W.P. 128 lbs

Surveyed Afloat or in Dry Dock Both

Nature of Survey CS, DBS

Was Damage Report issued? No Int. Cert.? Yes, B1-65452

Last Report (For Head Office only) copy attached.

Hull	Machinery
100A1 oil tanker	1MC Engine CS 8,58 Boiler d 8,58 Tailshaft CL10,59
SS 2,58	
DS 10,59	

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 Good Wear Down of Stern Bushes 2.55 mm Oil Glands Sea Connections Good
Fastenings Good Has Screwshaft Tubeshaft been drawn? No 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 (Reciprocating I.C.)

1 Cyls., Covers, Pistons & Rods Nos. 1, 4 & 9 Good

2 Valves & Gears Nos. 1, 4 & 9 Good

3 Connecting Rods, Top Ends & Guides Side Nos. 1, 4 & 9 Good
Centre

4 Crankpins & Bearings Side Nos. 1, 4 & 9 Good
Centre

5 Journals & Bearings Nos. 1, 8 & 9 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 Nos. 2 & 9 Good

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers Nos. 2 & 9 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

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (WATER AUX.) (Starb'd side) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Bilge & Sanitary Pump, Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Good

Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS with date when the survey has been completed and DBS 8,60 and that her Machinery Classification Record be continued in the Book.

THURSDAY 29 SEP 1960

Date of Committee

Decision

ABS 8.60

32 Essential Independent Pumps (Identify by position) Fw'd L.O.pump(port side), Fw'd main cooling S.W.pump(port side), Aft main feed pump (starb'd side), Aux.fed pump(starb'd side),Outb'd O.F.burning pump(port side), Aft O.F.booster pump(port side), Cargo Stripping pump(aft pump room) 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 Inb'd & Outb'd (port side)Good 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Port. Good

39 Air Receivers & Safety devices—Main Outboard (port side) Good 40 Auxiliary (port side) Good

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) Starboard inboard (No.1) diesel generator engine Good

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
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		
		AUXILIARY EQUIPMENT	
		l Generators & Governors	
		m Motors	
		n Switchboards & Fittings	
		o Circuit Breakers	
		p Cables	
		q Insulation Resistance	
		r Steering Gear Generators and Motors	
		s Navigation Light Indicators	

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

MAIN ~~WATER TUBE~~ DONKEY ~~WATER TUBE~~ Water tube (port side) and cylindrical (starb's side) Good

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. Water tube donkey boiler 350 lbs/in2, cylindrical donkey boiler 128 lbs/in2
Spt.

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers Good, Safety valves will be adjusted by Chief Engineer and reported in due course.

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes 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 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)

Repairs due to wear and tear:- Main engine Nos. 1,3,4,6,9 & 10 cylinder liners worn excessively and now replaced by spars. Marks on new cylinder liners are as follows:-

No.1; LLOYD'S TEST KOB W.T.P. S. SIDE 100 KG W.T.P. W. SIDE 6 KG KE 9-2-56 LR	No.3; LLOYD'S TEST KOB W.T.P. C. SIDE 100 KG W.T.P. W. SIDE 6 KG KT 7-12-57 LR	No.4; LLOYD'S TEST KOB W.T.P. C. SIDE 100 KG W.T.P. W. SIDE 6 KG KU 1-3-57
No.6; LLOYD'S TEST KOB W.T.P. C. SIDE 100 KG W.T.P. W. SIDE 6 KG KT 29-6-57 LR	No.9; LLOYD'S TEST KOB W.T.P. C. SIDE 100 KG W.T.P. W. SIDE 7 KG SM 2-8-60	No.10; LLOYD'S TEST NAG NO. 338513 W.T.P. 90/6 KGS AI 25-6-60 LR

NOTE:- Steam from the boilers is supplied for heating O.F. tanks and to windlass, therefore the boilers should be considered as Auxiliary Boiler.

LEAVE THIS SPACE BLANK

Survey fees CS 778,000-
DBS+EGE 39000-

Damage fee
Expenses... See Rpt 8

Date when A/c rendered SEP - 9 1960

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