

19 DEC. 1960

Rpt. 9

Date of writing report 18th November 1960
Survey held at Yokohama

Received London
No. of visits 2

Port YOKOHAMA
First date 8-10-60
No. 3483
Last date 19-10-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91809 S.S. "KYOKUYO MARU NO.3" Gross tons 15303 Date of build 9 - 1946
Owners Kyokuyo Hogei K.K. Managers - Port of Registry Tokyo
Engines made 1949 By Type T 6 Cy 27" 44" & 76" x 51"
No. of Main Engines 2 No. of Screws 2 Records of Survey & Special Notations as per Register Book
No. of Main Boilers 7 SB W.P. 220 lb spt Hull Machinery
No. of Aux. Donkey Boilers W.P. 11 Kvaerner digesters-60 lb + 100 A1 SS 10/58 + LMC Eng. 7/58
Surveyed Afloat or in Dry Dock in Drydock 11 Kvaerner separators-60 lb with fbd.whaling purpose N(pf&sf) 9/56
Nature of Survey Damage 17 Bone boilers-60 lb or oil tanker FP above M 8/59
Was Damage Report issued? Yes Int. Cert.? No 10 Blubber boilers-60 lb 150°F Pr 8/59
Last Report (For Head Office only) Dkg. 9/59

Yes
Now

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 port 4.8m/m Oil Glands - Sea Connections -
Fastenings good Has Screwshaft Tubeshaft been drawn? stbd. 3.2m/m 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 Side
Centre
4 Crankpins & Bearings Side
Centre
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 & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

This report is forwarded for the information of the committee.

Date of Committee
Decision

50m,4.59 T. (MADE AND PRINTED IN ENGLAND)
ft

Engineer Surveyor to Lloyd's Register of Shipping

009557-004569-0201

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 Receivers & 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			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
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
AUXILIARY, DONKEY or PRESS
Exhaust Gas Heated Economisers
Steam Generator Safety Valves Adjusted to
Forced Circulating Pumps
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)

According to the heavy weather damage report dated 30th August 1960 from Lloyd's Agency at Hamburg.

Upon examination the following damage was found and repairs recommended:-

Found	Recommended
1. Port propeller four (4) blades tips very slightly bent and one nick.	to fair and dress up.
2. Port propeller shaft, wear down of bush noted 4.8m/m.	to draw and examine. to renew bottom half of stern bush and replace shaft in order.
3. Port plumber block bearing brass, cracked and partly wiped.	to remetal and adjust.
4. Main engine holding down bolts:- 20 bolts leaking.	to harden up.

The above recommendations were carried out by Mitsubishi Nippon Heavy Industries Ltd., Yokohama Shipyard & Engine Works.

N.B.:— In the course of the survey, Ship's class was drawn therefore classification survey was not carried out.

Survey fees ... ¥ 10,000.-

Damage fee ... See Hull Damage Report No. D-626

Expenses... ¥ 1,000.-

Date when A/c rendered

DEC. 9 1960

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