

AMENDED RPT 15 OCT 62

17 OCT 1962

Rpt. 9

Date of writing report 30/7/1962 Received London _____ Port SHIMONOSEKI. No. 2036
Survey held at Shimonoseki, Japan No. of visits 4 First date 5-7-62 Last date 12-7-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33408 Name M.V. SSX "TAMON MARU" Gross tons 7714 Date of build 6-1954
Owners Hachiuma Kisen K.K. Managers - Port of Registry Nishinomiya
Engines made Tamashima, By Uruga Diesel Kogyo Type Oil Engine 3SA 10Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2WT W.P. 142 lb.
Surveyed Afloat or in Dry Dock both
Nature of Survey Completion CS, ABS.
Was Damage Report issued? No. Int. Cert.? Yes, (C-12604)
Last Report (For Head Office only) copy attached.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1	LMC NK
SS 5/58	ES CS 5/58
DS 5/61	BS A 5/61
	TS CL 5/60
	SPS 5/58

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 4.7 m.m. Oil Glands No. 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 (Recip. Steam or I.C.) PORT
1 Cyls., Covers, Pistons & Rods No.1, 2 & 6 cylinder units good.
2 Valves & Gears No.1, 2 & 6 " " good.
3 Connecting Rods, Top Ends & Guides Side No.1, 2 & 6 " " good.
4 Crankpins & Bearings Side No.1, 2 & 6 " " good.
5 Journals & Bearings No.1, 4 & 5 " " 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.1, 2, 3, 6 & 8 units good.
12 Connecting Rods & Top Ends No.1, 2, 3, 6 & 8 units good.
13 Crankpins & Bearings -
14 Journals & Bearings -
15 Levers No.1, 2, 3, 6 & 8 good.

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

17 THRUST BLOCKS, SHAFTS & BEARINGS good.

18 INTERMEDIATE SHAFTS & BEARINGS All good.

19 HOLDING DOWN BOLTS & CHOCKS good.

20 CONDENSERS (MAIN & AUX.) good.

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

21 MAIN ENGINE DRIVEN PUMPS good.

22 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good.

Have Main Engines been tested working and manoeuvring? Yes, good.

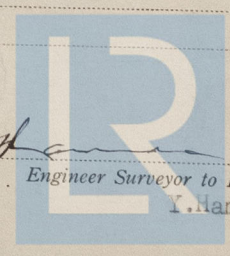
OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery and boilers of this ship so far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of CS 7/62, ABS 7/62.

TUESDAY 23 OCT 1962

Date of Committee Decision As now CSM 7 62
CERTIFICATE WRITTEN

Noted for Header



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Engineer Surveyor to Lloyd's Register of Shipping
Y. Hamada & K. Okada

010079-010088-0207

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) 2 feed water pps, bilge ballast pp, forward F.O. transfer pp, bilge pp, L.O. transfer pp, Outboard F.O. burning pp, Aft F.O. booster pp, Aft S.W. cooling pp, Inboard L.O. pp, 2 fuel valve cooling pps, all good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

35 Fresh Water Coolers F.V.cooling W. good. 36 Lub. Oil Coolers good. 37 Heaters (state service) F.W. F.O. all good.

38 Independent Air Compressors, Coolers & Safety Devices Port main compressor in it's entirety, good.

39 Air Receiver & Safety devices—Main Aft, good. 40 Auxiliary Both good.(40-A) Starting air pipes, good.

41 Oil Fuel Tanks (Not forming part of hull structure) All good.

42 Evaporators NONE. 43 Have Evaporator Safety Valves been tested under steam? -

44 Steering Machinery good. 45 Windlass good. 46 Fire Extinguishing Arrangements good.

AUXILIARY ENGINES (Identify by position)

Port diesel generator engine in it's entirety, good.

Steam driven aux. generator engine in it's entirety, good.

PROPULSION	PORT	ELECTRICAL EQUIPMENT STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors good.
b Exciters			
c Air Coolers			m Motors -
d Motors			n Switchboards & Fittings good.
e Air Coolers			o Circuit Breakers good.
f Control Gear, Cables, etc.			p Cables good.
g Insulation Resistance			q Insulation Resistance good.
h Insulating Oil Test			r Steering Gear Generators and Motors -
i Overspeed Governors			s Navigation Light Indicators good.
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 & PRESS x Oil fire and Oil fire & exhaust gas composite boilers 7 - 7 - 62

Superheaters all good.

Safety Valves all good.

Mountings, Doors & Fastenings P & S. 142 lbs.

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

Boiler Securing Arrangements Exhaust Gas Heated Economisers -

Main Economisers Steam Generator Safety Valves Adjusted to -

Steam Heated Steam Generators 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)

Wear & tear repairs:

Main engine;

Replaced main engine NO.2 & 6 cylinder liners with ships spare.

Marks on new liners:

NO.2 LLOYD'S TEST KOB T.NO. B337-151 W.T.P. 7KG GMK LR 7 - July 1961

NO.6 LLOYD'S TEST KOB T.NO. B340-101 W.T.P. 7KG GMK LR 12 - SEPT 1961

Renewed main engine 2 holding down bolts and retightened 5 places.

Pump:

Replaced impeller on Aft S.W. cooling pump.

Other minor repairs effected.

Survey fees Comp. of CS £138,000

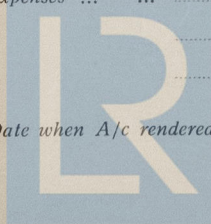
ABS 24,000

Elect. Equipment 54,000

Damage fee ...

Expenses See Rpt.8 No.2036

Date when A/c rendered AUG 29 1962



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Lloyd's Register
Foundation

Amended Rpt. See ind. of 19.9.62 & 10.10.62

It is submitted that this vessel is eligible for THE RECORD. CSM. 7.62 now.

in addition to ABS 7.62 as submitted and. of 19.9.62 original aft.

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