

Rpt. 9

Date of writing report 17-6-1959.
Survey held at Kasado, Japan

Received London
No. of visits 2

Port Shimonoseki.
First date 2-6-1959
No. 971
Last date 8th June, 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 61553 Name S.S. "FUKUZAN MARU" Gross tons 6889 Date of build 9-1928
Owners Miyachi Kisen K.K. Managers --- Port of Registry Kobe
Engines made Greenock By J.G. Kincaid & Co. Ltd. Type T3Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 W.P. 180 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey BS & TS (CL)
Was Damage Report issued? No Int. Cert.? Yes, (C-7483) copy attached.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 SS 2/56 with freeboard	LMC Engines 2/56
SS (Dr) 7/52	Boilers 7/58
Smk 2/56	Tailshaft CL 2/56
Docking 7/56	Steampipes 2/56

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 1.8 mm Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubes been drawn? Yes Date of Examination 2-6-1959 Has Shaft been changed? No
Has Shaft now fitted been previously used? - 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
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

The machinery 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 BS 6/59 & TS (CL) 6/59.

MONDAY 20 JUL 1959
Date of Committee
Decision MBS 6.59
TS 6.59

40m, 4.67. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

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a. Inai Zumi
Engineer Surveyor to Lloyd's Register of Shipping
A. Inai Zumi
Foundation
010294-010299-0114

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

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 opened, good. 45 Windlass generally, good. 46 Fire Extinguishing Arrangements Good

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 Port, centre & starb'd boilers ex'd throughout on 2nd June 1959, Good. AUXILIARY, DONKEY or PRESS -
Superheaters None
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to { Sat. 180 lb
Spt. -
Boiler Securing Arrangements Good
Main Economisers - Exhaust Gas Heated Economisers -
Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to Yes
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 Repair:

Stern bush lignumvitae worn, renewed.

Boilers: Air heating tubes wasted, approx. 240 tubes renewed of all boilers.
Centre boiler - center & Port furnaces deformed slightly at fire bar line.
2 hoop rings fitted on Nos. 3 & 5 corrugations in each furnaces as Japanese Government Surveyor's recommendation.
Steering engine: 2 slide valve worn, renewed.

a. Luning

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Survey fees B.S. ¥36,000
T.S.(CL) 10,500
Repairs 5,000

Damage fee ...

Expenses... See Rpt. No. 971

Date when A/c rendered

26 JUN 1959
LOCALLY

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