

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

28 JAN 1953

Date of writing Report 12th Nov., 1952. When handed in at Local Office 19

Port of K O B E

No in Reg. Book. Survey held at Kobe & Osaka Date. First Survey 18th Jan. Last Survey 3rd Sept 1952.

90826 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "CALIFORNIA MARU" (EX. "KYOKUTO MARU")

(No. of Visits 128)

Tonnage Gross 10510.31 Net 5930.76 Nominal Horse Power 2116.013

Vessel built at Kobe By whom Kawasaki Dockyard Co., Ltd. When 1934 12

Engines made at " By whom " When

Boilers, when made (Main) (Donkey)

Owners Nippon Oil Tanker K.K. Owners' Address Tokyo

Managers (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Both Port Tokyo Voyage

(State name of Dock.) Sakurajima Sy. Hitachi S.B. & Eng. Co., Ltd., Osaka

Particulars of Classification (which must be inserted Precisely as in Register Book & Supplements).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Reclassification

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

No

was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? None

Yes

If not, state for what reasons. Donkey

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. 9-5-52 5-3-52 Present condition of funnel(s) Good (renewed)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 12.5 (Fwd. port AND Aft)

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes 8.5 (Fwd. Starb'd)

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? None

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? Yes If so, state reasons Hair crack in way of taper Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 9-5-52 State the wear down in the

stern bush 1.5 mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Now Done:- Vessel placed in dry dock, propeller, stern tube and bush (drawn out examined & tested) sea connections (Part renewed) and valves (Part renewed) with their shell fastenings, examined & found or now placed in good condition. Screw shaft (C.L.) drawn in, examined & found cracks in way of aft end of liner, and condemned. Spare screw shaft (CL) on board the ship removed to shop, examined or now placed in good condition and fitted as a working shaft. Previous marks of this shaft was not eligible and newly stamped as follows:-

LLOYD'S
JN LR 9-5-52

Main diesel engine and aux. diesel engines removed to the shop of the Kawasaki Dockyard Co., Ltd., Kobe, and also their auxiliaries opened up, cleaned and examined or now placed in good condition. All cylinders, pistons valve and valve gears, piston rods, connecting rods and their top and bottom end brasses, crossheads, guides, pumps, reversing gears, crank, thrust and intermediate shafts, pumps, valves, cocks, pipes and strainers of the pumping arrangements and bilge system, bilge injection valve opened up examined and found or now placed in good condition. (P.T.O.)

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, + LMC 9.11 to + LMC 140 lb., FD, &c.)

CS 3.34

The Machinery of this vessel is in good condition and eligible in our opinion to be worthy for Reclassification ± LMC 9,52 DBS 9,52, ± NDB (2) made 1919 refitted 5,52 and TS (N) CL 7,52.

Survey Fee (per Section 23) Reclass. £ 204,000
D.B.S. 75,000

Special Damage or Repair Fee (if any) £ 350,000
(per Section 23.)

Travelling expenses (if chargeable) (See Rpt. 8) 6,600
State attendance Fee

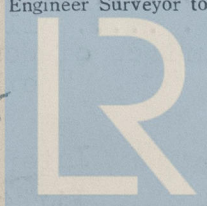
Committee's Minute

Assigned

Fees applied for
13-1-1952
Locally.
Received by me,
19

M. Lamakura
D. Currie & self. & K. Takachi


Engineer Surveyor to Lloyd's Register of Shipping.



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