

26 JUN 1963

Ship's Name ~~MS~~ "KOCHU MARU"

Gross tons 9197

Is there a rpt. 8? Yes

Port KOBE

Rpt. No. 11633

No. of visits 6

First date 24th May, 1963

Last date 3rd June, 1963

Interim Cert. issued Yes,
& copy herewith? Bl-89455

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 7th June, 1963

Surveyed at, if different from Port above Osaka

Is a rpt. 9B attached? Yes

MN

Nature of survey Completion of CSM, TS(CL) & DBS

Survey fees
Compl. CSM ¥ 50,000
TS 10,500.-
DBS 30,000.-
Elect. 63,000.-

Damage fee
W&T Rep. 15,000

Expenses ¥4,000.-

S.A. fee /

W
See Kobe letter 19.7.63 with Admin.

MAIN ENGINES, ~~RECIPROCATING~~ I.C. (State Port—P or Starboard—S) Single Engine

- 1 Cyls., covers, pistons & rods No. 4 Good
- 2 Valves & gears No. 4 Good
- 3 Con. rods, top ends & guides centre No. 4 Good Side
- 4 Crankpins & bearings centre No. 4 Good Side
- 5 Journals & bearings Nos. 3 & 7 Good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods 12 Con. rods & top ends
- 13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts 15 Levers

- 17 Reduction gearing
- 18 Scavenge blowers Independent aux. blower Good
- 19 Superchargers Both (F & A) & their air coolers, Good

We recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of CSM 6,63, DBS 5,63 & TS (CL) 5,63.

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark thrust should be inserted against the item and the circumstances and action taken, if recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

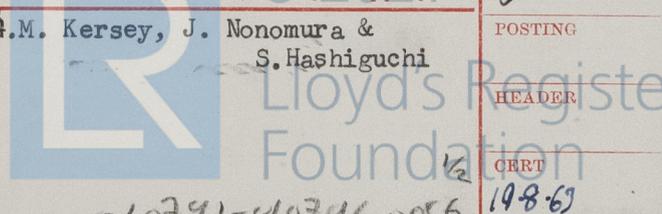
(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee MONDAY 19 AUG 1963
M. Kersey, J. Nonomura & S. Hashiguchi

Minute AS now
CSM. 6.63
TS. 5.63 ABS. 5.63

S. Hashiguchi
M. Kersey & J. Nonomura
Surveyor to Lloyd's Register of Shipping

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT



010791-40746-0056 19-8-63

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings	Nos. 3,4 & 7 (Nos. 5,6,7,8,13 & 14 bearings & journals)	Good
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		Good
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		Not fitted
30	XXXX manoeuvring system	31	Holding down bolts & chocks		Good
32		32	Detuner or vibration damper		
33	Main engine driven pumps	All O.F. injection pumps, O.F. supply pump, Good			

State Port P. or Starboard S.

34	Crankcase doors & explosion relief devices	Good	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	Yes
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36 Essential independent pumps Inboard jacket cooling F.W.pump(s.), Inboard piston cooling F.W.pump(s.), Inboard S.W.cooling pump(s.), Fire & G.S.pump(p.), Bilge & ballast pump(p), Bilge pump (p), Aft lub.oil pump(p.), Inboard feed water pump(s.), Lub.oil transfer pump (s.), All Good

37	Bilge, ballast & oil fuel suction lines, fittings & controls	All Good	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	Yes, Good
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39	Fresh water cooler	Both for M.E. jacket cooling One for aux.oil engine One for M.E.piston cooling	40	Lub. oil coolers	Good
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41	Heaters (state service)	One for M.E. O.F.heater, Good	42	Feed water filters	
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43	Auxiliary air receivers & safety devices	Good	44	Starting air pipes	Good
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45	Main air receivers & safety devices	Aft (p) Good			
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46	Independent air compressors coolers & safety devices	Aux. air compressor (p), Good			
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47	Oil fuel tanks (not forming part of the hull structure)	All Good			
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48	Have all evaporators safety valves been tested under steam?	-	49	Evaporators HP & LP	Not fitted
			50	Distillers	Not fitted
				Drain cooler	Good

51	Fire extinguishing arrangements	Good	52	Steering machinery	Both, Good
			53	Windlass	Good

AUXILIARY ENGINES

Aux. oil engine for aux. air compressor (p) Good

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

S.R.L. No.201: No machinery items.

Wear and Tear Repairs:

Main engine No.4 crankpin bearing top half whitemetal cracked and top and bottom halves completely remetalled.

Other minor repairs effected at this time.

Alteration:

At the instance of the Owners, the following modifications to the main engine and lub.oil system were effected at this time.

A) All M.E. exhaust cams removed and new cams having 140° angle of exhaust opening period fitted. The valves opening 85° before bottom centre, and closing 55° after bottom centre. The old cams had period of opening of 123°, opening 81° before bottom centre and closing 42° after bottom centre.

It was stated that the reason for this modification was to reduce the exhaust gas temperatures. The nozzle plates of both superchargers were replaced with new ones having larger cross-sectional area.

B) All crankpin & main bearings were removed and the oil grooves on all whitemetals circumferentially recut for the crankpin bearing to 360° and for the main bearing to 180°, afterward all refitted in order.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Identify by position

Cont'd/-

Ship's Name SS/MS "KOCHU MARU"

Port KOBE

Rpt. No. 11633

A new motor driven aux. lub. oil pump installed in port forward E.R. for the additional supply of lub. oil to the bearings.
All piping arrangements for the above pump were installed to our satisfaction.
A copy of the pump certificate and a sketch of the piping diagram are attached.

On completion, sea trial was satisfactorily carried out.

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