t. 9.

No. 3318

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

(Received at London Office 10 FEB 1956)

Date of writing Report 23rd Jan., 1956. When handed in at Local Office JAN 31 1956 19 Port of KOBE

No in g. Book. Survey held at Mukaishima Date. First Survey 5th Jan., Last Survey 13th Jan., 1956. (No. of Visits 4)

77 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "LIVERPOOL MARU"

nage Gross 6463	Vessel built at Wsm.	By whom J.C. Tecklenborg	When (Year. Month.) 1922
Net 3918	Engines made at "	By whom "	When
As Per Rule 700	Boilers, when made (Main)	(Donkey)	
of Main Boilers 3	Owners Daiichi Kisen K.K.	Owners' Address (if not already recorded in Appendix to Register Book.)	
" " " 8611		Port Kobe	Voyage
of Donkey Boilers 1	Managers		
am Pressure—	If Surveyed Afloat or in Dry Dock (State name of Dock.) Both Hitachi, Mukaishima S.Y.		
n Main Boilers 200			
n Donkey Boilers 200			

st Report No. Port

rticulars of Examination and Repairs (if any) BS & G.E. of Machy.

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

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

HULL	MACHINERY
100A1	LMC 12,54
SS 5,50	BS 12,54
	CL 10,53 N
Dkg - 6,55	sps 12,54

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 -

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " ~~Donkey~~ Aux. " " " Yes

ot, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

t 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? -

e latest date of internal examination of each boiler 5-1-56 Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 206 lbs/in2

the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the ~~Donkey~~ Aux. Boilers? Yes

the Surveyor examine the drain plugs of the Main Boilers? -, and of the ~~Donkey~~ Aux. Boilers? -

he Surveyor examine all the mountings of the Main Boilers? Yes, and of the ~~Donkey~~ Aux. Boilers? Yes

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

shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

n approved oil retaining appliance fitted at the after end? - State date of examination of screw shaft - State the wear down in the tern bush 4.5m/m Is electric light and/or power fitted? Yes If so, did the Surveyor generally examine the generators, motors, switchgear cables and fuses? Yes

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

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

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

ow Done:- Ship placed in drydock, propeller, aft end of stern bush, sea connections & valves with their shell fastenings, examined and found in good condition.

Engine opened up for survye:- All cylinders (covers opened up) and crank, thrust shaft, pumps and condensers (tested), opened up examined and found or now placed in good condition.

Exhaust turbine, shaft bearings and gearing examined as far as practicable and found in good condition.

.S.:- The 3 Main and 1 Auxiliary Boilers with superheaters on the Main boilers examined internally and externally with doors, mountings, fastenings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Oil fuel and steam smothering installations tested under working conditions fuel tank valves, deck control gear, and oil discharge pipes between pumps and furnaces generally examined and found in good condition.

OTE:- Circulating pump casing holed at bottom of lower casing, now covered with doubling from inside.

EPAIRS DUE TO WEAR AND TEAR:- New surface feed water heaters fitted. Same hydraulically tested by 2 x W.P. P. boiler - 1 smoke tube renewed.

Other minor repairs and adjustment effected.

Interim Certificate No.B1-28272 issued - copy attached.

neral 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, etc.)

The Machinery and boilers of this ship, are in good condition and eligible in my opinion o be continued as classed with fresh record of BS 1,56, subject to main circulating pump casing eing renewed before the end of January, 1957.

rvey Fee (per Section 23)	B.S. £46.000	Fees applied for, JAN 31 1956 19
cial Damage or Repair Fee (if any) (per Section 23.)	GE of Mchy 10.000 £	Received by me, 19
avelling expenses (if chargeable)	£ 3.500	

K. Kamakura

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 28 FEB 1956

mmittee's Minute As now, subject BS 1,56

signed

Insert Character of Ship and Machinery precisely as in the Register Book

Is Certificate required? If so, to be sent to

© 2021 Lloyd's Register Foundation

011062-011070-0080