

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

(Received at London Office

19 NOV 1952

Date of writing Report 28th Oct., 1952

When handed in at Local Office 19

Port of K O B E.

No in Book. Survey held at Kobe

Date. First Survey 26th Aug., Last Survey 12th Sept 1952.

378 on the Machinery of the Wood, Iron & Steel S.S. "LIVERPOOL MARU"

(No. of Visits 4)

Gross 6492.97
 Net 3845
 Principal 700
 of Main Boilers 4
 of Donkey Boilers -
 Pressure 200
 Main Boilers -
 Donkey Boilers -

Vessel built at Wesermunde-G By whom J.C.Tecklenborg A.G.

Year. Month.

When 1922

Engines made at " By whom "

Boilers, when made (Main) (Donkey)

Owners Daichi Kisen K.K. Owners' Address Kobe

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

If Surveyed Afloat or in Dry Dock Both Port Kobe Voyage

(State name of Dock.) Mitsubishi Floating Dock, Kobe

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A -		LMC BS 9,51
2,52		MS 5,50
ss.Krh.2nd No.3		CL 3,50
- 3,45		
ss.Kob.- 5,50		
Classed 9,46		

Report No. Port

Particulars of Examination and Repairs (if any) B.S. & Part of Machy.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

Where 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.

Has damage report made by anyone else? If so, by whom?

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

Did Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

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

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? -

Latest date of internal examination of each boiler 29-8-52 Present condition of funnel(s) Good

Did Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 203 lbs/sq.in.

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

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

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

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

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

Has shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the bush 3.2

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

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

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

Work Done:- Ship placed in dry dock, propeller, aft end of stern bush, sea connections and valves with their shell fastenings, examined and found or now placed in good condition. The teeth of the gears of exhaust turbine examined and found in good condition. Oil fuel and steam smothering installations tested under working conditions, fuel tank valves, deck control gear and and oil discharge pipes between pumps and furnaces generally examined and found in good condition.

All Main Boilers examined internally and externally with doors, mountings, fastenings and safety valves and found placed in good condition.

Boilers examined under steam and safety valves adjusted as stated above.

Boiler superheaters which were formerly removed from boilers, have now been replaced with new coils to port, centre and starb'd boilers in accordance with the Rules.

Notations for Register Book purposes for these boilers should read as follows:-

General Observations, Opinion, and Recommendation:- 3 S.B. (spt.) (P.T.O.)
1 S.B.

(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., &c.)

CS 3,34 The Machinery and boilers of this ship are in good condition and eligible in our opinion to be continued as classed with fresh record of B.S. 9,52.

Value of Machinery ¥10,000.00

Attendance Fee (per Section 23) B.S. £46,000.00

Damage or Repair Fee (if any) £ 3,150.00

Expenses (if chargeable) (See Hull) 19

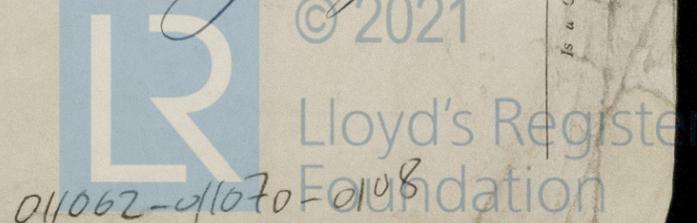
Surveyor's Minute

As now, without spl. edn.

BS 9,52

Fitted for oil fuel 9,51 F.P. above 150°F

Engineer Surveyor to Lloyd's Register of Shipping.



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

S.R.L.:-- Regarding N.R. valves on the settling tank over flow pipes to No.2 D.B.O.F. and ballast tanks, the Owners representative states that they were fitted during the drydocking at Kasado, Japan on February 1952, and these arrangements have now been examined and found satisfactory.

Repairs due to wear and tear:-

Main engine:-

H.P. crank pin skimmed up in place and renewed it's brass.

Main Boilers:-

13 cc. small stay renewed.

Other minor repairs effected.

Interim Certificate No.C-11056 issued, copy attached hereto.



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