

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

(Received at London Office **19 NOV 1951** KOBE)

Date of writing Report 6th Nov. 1951 When handed in at Local Office 19 Port of KOBE

No in Reg. Book. Survey held at Shimonoseki Date. First Survey 31st Aug. Last Survey 19th Sept. 1951
(No. of Visits 7)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "LIVERPOOL MARU" (ex "LANDSDOWN")

Gross 6492.97 Vessel built at Wesermunde G. By whom J.C. Tecklenborg A.G. When 1922
Net 3944.84 Engines made at " By whom " When ----
Nominal Horse Power 700 Boilers, when made (Main) ----- (Donkey) -----
Owners The First Shipping Co. Ltd. Owners' Address 5, Kaigandori, Kobe, Japan.
(if not already recorded in Appendix to Register Book.)
Port Kobe Voyage -----

of Main Boilers 4 Managers ----- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
of Donkey Boilers --- If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Shimonoseki Shipyard, W.J.H.I.
Main Boilers 200 Donkey Boilers ---

at Report No. ----- Port -----
Particulars of Examination and Repairs (if any) Docking, B.S. & O.F. Conversion

Medical 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

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. -----

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? Yes

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

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? all

Latest date of internal examination of each boiler 6-9-51 Present condition of funnel(s) Good

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? ----- and of the Donkey Boilers? -----

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

Has 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? ---

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

Is an approved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft --- State the wear down in the bush 3 mm

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

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

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

:- 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.

Fuel Conversion:- Oil fuel burning system now intalled in placed of coal burning. Two Oil fuel burning units, one transfer pump, two separate settling tanks and pipes between pumps and furnaces examined and tested to the Rule's requirement and found satisfactory.

Steam smothering installations, water service piping and hose and three 8 Ltrs foam type fire extinguishers arranged in boiler room and tried and found satisfactory.

Deck control valves in way of settling tanks, oil fuel pumps and steam smothering system examined and tested and found good. Uptake dampers of the boilers now removed. P.T.O.

General Observations, Opinion, and Recommendation. — (State clearly what alterations, 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 or LMC 140 lb., FD, &c.)

The Boilers and Machinery of this vessel, so far as now seen, is in good condition and eligible for our opinion to remain as now classed with fresh record of B.S. 9,51.

Fee (per Section 29) B.S. Y 31,000- Fees applied for 19
Electrical Equip. Y 12,000-
Damage or Repair Fee (if any) £
(per Section 29.)
Oil Fuel Installation Y 40,000- Received by me, 19
Expenses (if chargeable) See Rpt. 8

Signature: Paul Williams & A. Murao
Engineer Surveyor to Lloyd's Register of Shipping.

Signature: As now subject
THURS 10 JAN 1952
BS. 9.51

Signature: -----

Is a Certificate required? If so, to be sent to



All boilers and oil fuel burning system examined under full working conditions and found satisfactory.

The existing forward 8 K.W. steam generator has now been removed. A 15 K.W. generator previously used was opened up in its entirety examined and found in good condition. The Electric generator was examined tested to Rule requirements and found good. This generating set has now been fitted tested under full load working condition and found good.

Makers:- The Sekisanseiko K.K., Tokyo.

Plans, as fitted, of Fuel Oil and Steam piping and settling tanks appended hereto.

Interim Certificate and test Certificate of Oil Fuel Burning Units also appended.



© 2021

Lloyd's Register
Foundation