

Ship's Name ~~SS/MS~~ " MIKAGESAN MARU "

Gross tons 9583

Is there a rpt. 8? Yes

Port KOBE

Rpt. No. 12449

No. of visits 6

First date 21st Jan., 1964

Last date 31st Jan., 1964

Interim Cert. issued Yes, & copy herewith? B1-97092

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 1st Feb., 1964

Surveyed at, if different from Port above Tamano

Is a rpt. 9B attached? Yes

MN

Nature of survey Completion of CSM, SPS, ABS & Docking

Survey fees  
Comp. CSM 24,000.-  
ABS  
Elect. 63,000.-

Damage fee -

Expenses ¥2,000.-

S.A. fee -

MAIN ENGINES, ~~RECIP. STEAM OR~~ I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods Nos. 3,4,6 & 7 Good
- 2 Valves & gears Nos. 3,4,6 & 7 Good
- 3 Con. rods, top ends & guides centre Nos. 1 & 3 Good Side
- 4 Crankpins & bearings centre Nos. 4 & 7 Good Side
- 5 Journals & bearings Nos. 2,3 & 11 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

19 Superchargers & Air coolers - All Good

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM 1,64, SPS 1,64 now and ABS 1,64 when the survey has been completed.

(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

Minute

CSM 1.64  
SPS 1.64 ABS 1.64

*Roehntzen*  
Surveyor to Lloyd's Register of Shipping  
L.O. Christensen

ALSO FOR

SPL FOR

TRO P.39.

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

011378-011385-0101

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 must be inserted against the item and the circumstances and action taken or 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

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings	Good	
22	Steam compressors	23	Intermediate shafts & bearings	-	
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	Good	
26	Steam re-heaters	27	Air ejectors (main & aux.)		State Port P. or Starboard S.
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	Good	32 Detuner or vibration damper
33	Main engine driven pumps		Fuel oil primary pump	Good	
			All fuel oil HP pumps,	Good	
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	Good	Yes, Good
36	Essential independent pumps		Standby F.W. & S.W. cooling pump (starb'd side centre)		All Good
			Fuel oil daily supply transfer pump (starboard after)		
			Ballast pump (port after)		
			Boiler water circulating pumps inboard & outboard (starb'd)		
			Fuel valve cooling pump (inboard)		
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	Good	Yes, Good
39	Fresh water coolers		(starb'd side)	Good	40 Lub. oil coolers
	Fuel valve cooling oil cooler			Good	
41	Heaters (state service)		Boiler oil (Hyd. tested 14 kg)		42 Feed water filters
	main engine		Fuel oil (hyd. tested 14 kgs)		All Good
43	Auxiliary air receivers & safety devices		Fuel oil for purifier (Hyd. tested 14 Kg)		44 Starting air pipes
					Good
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
	Emergency			Good	
47	Oil fuel tanks (not forming part of the hull structure)			All Good	
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP		50 Distillers
51	Fire extinguishing arrangements	52	Steering machinery	Good	53 Windlass

#### AUXILIARY ENGINES

No. 3 port after auxiliary engine turbocharger, Good

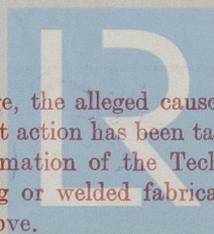
#### PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

##### Wear and Tear Repairs:

Auxiliary condenser water box door corroded now renewed.

Sundry minor repairs carried out.

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.



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