

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS

(ENGINES AND AUXILIARIES)

Received London

16. APR. 1963

Ship's Name SS/MS "OTOWASAN MARU"

Gross tons 12,687

Is there a rpt. 8?

Yes

Port

KOBE

Rpt. No. 11389

No. of visits 5

First date 13th Feb., 1963

Last date 21st Feb., 1963

Interim Cert. issued Yes,

Damage rpt. issued

& copy herewith? BL-87259

& copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 11th March, 1963

Surveyed at, if different from Port above

Tamano

Is a rpt. 9B attached?

Yes

MN

Nature of survey

CSM, ABS, TS(CL) & Docking, Electrical Repairs

Survey fees

Damage fee

Expenses

S.A. fee

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

- 1 Cyls., covers, pistons & rods Nos. 4 & 7 Good
- 2 Valves & gears Nos. 4 & 7 Good
- 3 Con. rods, top ends & guides centre Nos. 4 & 7 Good
- 4 Crankpins & bearings centre Nos. 1 & 3 Good
- 5 Journals & bearings No. 6 Good

Side -

Side -

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

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) on completion and ABS 2,63 and TS (CL) 2,63 now.

(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

THURSDAY 23 MAY 1963

ht

Minute

Surveyor to Lloyd's Register of Shipping

P. Mason

ALSO FOR

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Lloyd's Register Foundation

011896-011904-0011

At port 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		
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.)		
28 De-superheaters	29 Forced &/or induced draught fans		
30 Stop & manoeuvring valves	31 Holding down bolts & chocks		32 Detuner or vibration damper
33 Main engine driven pumps	S.W. (No.3 from forward) Good Bilge (No.4 from forward) 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)		
36 Essential independent pumps	S.W. cooling (s.a.), Auxiliary S.W. (p.a.), Bilge pump (in after pump room), No.2 fuel valve cooling pump (p.inboard), All Good		
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?		
39 Fresh water coolers		Fuel valve oil cooler	
41 Heaters (state service)		40 oil oil coolers	(tested) Good
43 Auxiliary air receivers & safety devices	Aux. (E.R. p.f.) - Good	42 Feed water filters	
45 Main air receivers & safety devices	Emergency (in steering flat) Good	44 Starting air pipes	
46 Independent air compressors coolers & safety devices	No.1(s.forward) & coolers tested - Good Emergency (in steering flat) - Good		
47 Oil fuel tanks (not forming part of the hull structure)			
48 Have all evaporators safety valves been tested under steam?	Evaporators	50 Distillers	
51 Fire extinguishing arrangements	49 HP & LP		
	52 Steering machinery	53 Windlass	

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

Steam engine for No.1 (s. forward) air compressor - Good

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

No.3 piston changed with Owners spare modified piston (Kobe certificate No. M-78108 refers).

Main Engine Driven S.W. Pump After liner renewed both buckets built up and machined.

Independent S.W. pump Liners machined and buckets built up.

Numerous minor wear and tear repairs to pumps effected this time.

Conditions of Class No.198: None

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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