

Ship's Name	SS/MS	"OTOWASAN MARU"	Gross tons
Is there a rpt. 8?		Port KOBE	Rpt. No. 11389
No. of visits		First date	Last date
Interim Cert. issued & copy herewith?		Damage rpt. issued & copy herewith?	Last rpt. (H.Q. only)
Date of completing rpt.		Surveyed at, if different from Port above	
Is a rpt. 9A attached?	Yes	MN	Nature of survey CSM, ABS, TS(CL), Docking & Electrical Repairs.
Survey fees		Damage fee	Expenses
			S.A. fee

DOCKING

Propeller	Good	Sea connections	Not Exd.	Oil gland	None
Fastenings	Good			Wear down of stern bush	Before 8.05 mm After 1.70 mm
Has screw/shaft been drawn?	Yes			Date of examn.	15-2-63
Has shaft been changed?	Yes	Has shaft now fitted been previously used?			Yes
Has shaft now examined/fitted a continuous liner?	Yes	Approved oil gland?			No

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, Boxer or Pass	(State if oil fired—OF or exhaust gas—EG)	MAIN
Port & Starb'd (15-2-63)	Good	
O.F.		
Air heaters	Good	
Superheaters	None	
Safety valves	Good	
Mountings, doors and fastenings	Good	
Safety valves adjusted to	{ Sat 180 p.s.i. - Good Spt -	
Boiler securing arrangements	Good	
Main economisers	None	Exhaust gas heated economisers Good
Steam heated steam generators	None	Steam generator safety valves adjusted to -
Forced circulating pumps	Both - Good	Funnel Good
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	None	Were oil burning system & remote controls examined in accordance with rules? Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of

(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

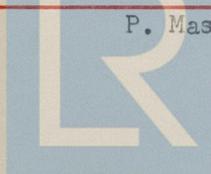
ht

Minute

THURSDAY 23 MAY 1963
See Rpt 9A

Surveyor to Lloyd's Register of Shipping

P. Mason



Lloyd's Register Foundation

ALSO FOR

SPL FOR

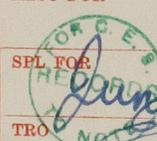
TRO

SRL

POSTING

HEADER

CERT



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 thereon should 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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables (On deck) - Good
h	Insulating oil test	q	Insulation resistance Good
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

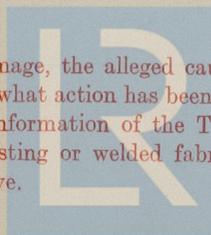
Tailshaft sleeve found to be badly pitted and causing heavy wear of stern bush (sleeve stamped 5-7-1952). Spare tailshaft fitted and stern bush rewooded.

NOTE: The spare tailshaft has been previously used but was fitted with a new GM liner in 1956, Kobe certificate No. M-35559 dated 15-10-56 refers - copy sighted on board. This shaft has not been used since then. The old tailshaft has been removed ashore for renewal of the GM Bush and will be replaced on board in due course.

Electrical: All cables from forecandle to midship accommodation (12 circuits) and all cables from midships to poop accommodation (58 circuits) steel armour corroded and cables now renewed at Owners decision. Sutable J.Bs. fitted in forecandle, midship housing and poop starboard alleyway. Cable glands fitted at bulkheads. All circuits megger tested on completion and found satisfactory.

NOTE: The exhaust gas economiser safety valves were adjusted at sea by the Chief Engineer - copy of certificate attached.

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 be reported above.



© 2021

Lloyd's Register
Foundation