

16. APR. 1963

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 Damage rpt. issued Last rpt. (H.Q. only)  
& copy herewith? & copy herewith?  
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~~ ~~Boxer~~ (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 { Sat 180 p.s.i. - Good  
adjusted to { 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? None Were oil burning system & remote controls examined in accordance with rules? Yes  
smoke boxes been examined as required by the Rules?

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

Surveyor to Lloyd's Register of Shipping

P. Mason

ALSO FOR

SPL FOR

TRO

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At part for 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



# 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.

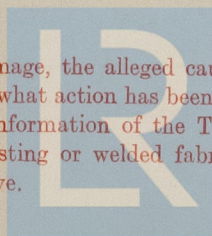
Tailshaft sleeve found to be badly pitted and causing heavy wear of stern bush (sleeve stamped 5-7-1952). Spare tailshaft fitted and stern bush rewooded.

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.



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