

Ship's Name ~~SS~~MS "KCHOH MARU" Gross tons 9,208  
 Is there a rpt. 8? Yes. Port Shimonoeki Rpt. No. 2191  
 No. of visits 3 First date 25-9-63 Last date 3-10-63  
 Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)  
 Date of completing rpt. 8-10-63 Surveyed at, if different from Port above  
 Is a rpt. 9B attached? Yes. MN 1700 Nature of survey CSM & ABS, and Alteration.  
 Survey fees Damage fee Expenses  
 CSM ( ) ¥94,500 - ¥1,200  
 ABS 12,000  
 Alteration 10,000  S.A. fee -

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

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

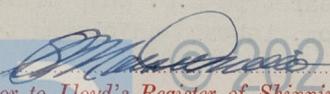
16 Casings, rotors, blading, bearings & thrusts 15 Levers

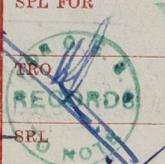
17 Reduction gearing  
 18 Scavenge blowers 19 Superchargers Aft. Good.

I recommend that the machinery of this ship remain as classed with/ ~~without~~ fresh record of CSM (with date) on completion and ABS 9,63.

(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 **FRIDAY 29 NOV 1963**  
 Minute *As now*  
*ABS 9.63*

  
 Surveyor to Lloyd's Register of Shipping  


ALSO FOR  
 SPL FOR  
  
 POSTING  
 HEADER  
 CERT

20 Exhaust steam turbines (with recip. eng.)

22 Steam compressors

24 Clutches & hydraulic couplings

26 Steam re-heaters

28 De-superheaters

30 Stop & manoeuvring valves

33 Main engine driven pumps

21 Thrust blocks shafts & bearings

23 Intermediate shafts & bearings

25 Condensers (main & aux.)

27 Air ejectors (main & aux.)

29 Forced &/or induced draught fans

31 Holding down bolts & chocks

Nos. 1 & 2, Good.

Aux. (ss) Good.

32 Detuner or vibration damper

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

bilge & ballast pump(ps), forward main L.O. pump(ps), oil fuel service pump(ss), outboard supercharger L.O. pump(ss), inboard feed pump(ss), inboard main S.W. cooling pump(ss), All Good.  
Main L.O. pump (forward inboard, (ps) additionally installed, 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

{ piston cooling (in.&out., ss)  
jacket cooling (ss)  
dynamo engine cooling (ps) } All Good. 40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

inboard (ps), Good.

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Drain cooler(ss), Good.

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

### AUXILIARY ENGINES

Forward main diesel generator engine (ps), Good.

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

#### Wear & tear repair

Main engine No.5 piston crown found eroded in way of joint surface to skirt. The piston crown now replaced by spare.

Marks on new piston crown are as follows:-

32-4839-2	LLOYD'S NAG	LLOYD'S TEST NAG
LLOYD'S NAG	AI R	W.T.P. 12 KG
22- 9- 60	AI R	AI R
		22- 9- 60

#### Alteration

At a modification of engine design to increase of L.O. supply, 333 ltr/min. horizontal gear type L.O. pump driven by electric motor additionally installed in engine room, inboard adjoining to existing forward main L.O. pump.

(Cont'd.)

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.

State Port P. Starboard

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

Identify by position

Identify by position

only when it has been examined, found to be in good condition, and is considered to be acceptable until the due date of the next Periodical Examination.

