

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS**
(ENGINES AND AUXILIARIES)Received London
31 OCT 1963

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)

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

S. MATSUMOTO

Minute

As now
ABS 9.63*Surveyor to Lloyd's Register of Shipping*

ALSO FOR

SPL FOR

TRO

SPL

POSTING

HEADER

CERT

012542-012548-0187

Exhaust steam
turbines (with
recip. eng.)

20

Steam
compressors

22

Clutches & hyd-
raulic couplings

24

Steam
re-heaters

26

De-super-
heaters

28

Stop & manoeuv-
ring valves

30

Main engine
driven pumps

33

Thrust blocks
shafts & bearings

21

Intermediate
shafts & bearings

23

Condensers
(main & aux.)

25

Air ejectors
(main & aux.)

27

Forced &/or induced
draught fans

29

Holding down
bolts & chocks

31

Detuner or
vibration damper

32

35 Have main engines been tested
working & manoeuvring? (To be done
on completion of ES or CS cycle)

34 Crankcase doors &
explosion relief devices

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 40
Good.

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?

Evaporators
49 HP & LP

Drain cooler(ss),
50 ~~Motor~~ Good.

51 Fire extinguishing arrangements

Steering
52 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 TEST NAG
LLOYD'S NAG	W.T.P. 12 KG
AI R	AI R
22- 9- 60	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

thrust should be inserted against the item and the
circumstances and action taken or recommended

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