

2 OCT. 1962

Rpt. 9

Date of writing report 19th September, 1962

Received London

Port KOBE

No. 10880

Survey held at Osaka

No. of visits 3

First date 8th Sept., 1962 Last date 14th Sept., 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 68653 Name ~~XXXX~~ "KOHOKU MARU"

Gross tons 9208 Date of build 10, 1957

Owners Daido Kaiun K.K.

Managers

Port of Registry Kobe

Engines made Nag. By Mitsubishi Zosen

Type Oil Engine 2SA 6Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1db W.P. 100 lbs

Surveyed Afloat or in Dry Dock Both

Nature of Survey CS

Was Damage Report issued? No Int. Cert.? Yes, B1-82375 copy attached.

Last Report (For Head Office only)

Hull	Machinery
*100A1	+LMC
SS 10,61	Engine CS 10,61
DS 10,61	Boiler d 10,61
	Tailshaft CL 10,61
	Steampipes 10,61

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propeller ~~X~~ Good Wear Down of Stern Bushes 3.6mm Oil Glands None Sea Connections Not Exd.

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES ~~XXXXXXXXXX~~ (C.) ~~XXXXXXXXXX~~

1 Cyls., Covers, Pistons & Rods Nos. 2 & 3 Good

2 Valves & Gears Nos. 2 & 3 Good

3 Connecting Rods, ~~XXXX~~ Top Ends & Guides ~~XXXXXX~~ Nos. 2 & 3 Good

4 Crankpins & Bearings ~~XXXX~~ Nos. 2 & 3 Good

5 Journals & Bearings ~~XXXXXX~~ Nos. 1 & 8 Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS 2 Forward Good

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS Nos. 3 & 4 Good

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS (with date) on completion of the survey and that her Machinery Classification Record be continued in the Book.

Date of Committee THURSDAY 18 OCT 1962

Decision A. now

20m, 10, 61 T. (MADE AND PRINTED IN ENGLAND)

Engineer/Surveyor to Lloyd's Register of Shipping
S. Hashiguchi

012542-012548-0202

K.M.

32 Essential Independent Pumps (Identify by position) Inboard piston cooling pump(starb'd), Inboard jacekt cooling pump(starboard),
Outboard S.W. cooling pump(starb'd), Starboard feed water pump and Bilge pump(port) Good
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety Devices—Main Forward (No.1) Good 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)
Aft outboard (No.3) aux. oil engine (port) Good

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		l Generators & Governors
c	Air Coolers		
d	Motors		m Motors
e	Air Coolers		
f	Control Gear, Cables, etc.		n Switchboards & Fittings
g	Insulation Resistance		o Circuit Breakers
h	Insulating Oil Test		p Cables
i	Overspeed Governors		q Insulation Resistance
j	Magnetic Couplings		r Steering Gear Generators and Motors
k	Air Gap		s Navigation Light Indicators

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

MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

S.R.L. No.191:

Centre diaphragm of forward main turbo charger to be renewed by 3,60 (3 months limit).

This item was dealt with at Yokohama and reported in Yokohama Certificate No. 3167 dated 7th March, 1960.

Wear and Tear Repairs:

Main Engine: Nos. 1 main bearing bottom half white metal found slack and cracked, and subsequently remetalled and replaced.

No.2 crankpin bearing top and bottom white metals also cracked and now completely remetalled and replaced.

On completion of the above repairs, dock trial satisfactorilly carried out.

Other minor repairs effected at this time.

Survey fees C.S. £60,000.-
Wear & Tear Repairs 10,000.-

Damage fee ...

Expenses... 3,000.-

Date when A/c rendered SEP 26 1962

© 2021

Lloyd's Register
Foundation