

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 M.V. "KOHOH 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, Bl-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 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 (Good)

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

2 Valves & Gears Nos. 2 & 3 Good

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

4 Crankpins & Bearings Nos. 2 & 3 Good

5 Journals & Bearings 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

Forward Good

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

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 As now

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



012542-012548-0202

YES, NOW

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) Inboard piston cooling pump(starb'd), Inboard jacket 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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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 satisfactorily carried out.
 Other minor repairs effected at this time.



D.K. Repairs.
 C.S. Advanced.
 It is submitted that this vessel is eligible to remain as CLASSED.
 16/10/62
 The fore s/lk "forward main" defect in re forward main turbo - charger centre diaphragm as this item in deck with in 3/60 and deletion appears to have been overlooked.
 LEAVE THIS SPACE BLANK

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

Damage fee ...
 Expenses... 3,000.-
 Date when A/c rendered

