

13 MAY 1963

Ship's Name /SS/MS "KOTEI MARU"

9096 Gross tons

Is there a rpt. 8? Yes

Port Nagasaki

Rpt. No. 1204

No. of visits 4

First date 8-4-63

Last date 16-4-63

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 27-4-63

Surveyed at, if different from Port above -

Is a rpt. 9A
attached? Yes

MN 1700

Nature of survey propeller damage,
TS (CL).

Survey fees ¥10,500

Damage fee ¥15,000

Expenses -

Repairs ¥3,000

S.A. fee -

DOCKING

Propeller good

Sea connections Not examined

Oil gland -

Fastenings good

Wear down of stern bush

Before 4.8mm

Rewooded 1.5mm

Has screw ~~been~~
shaft been drawn? Yes

Date of examn. 9-4-63

Has shaft been
changed? No

Has shaft now fitted been previously used? -

Has shaft now examined/fitted a continuous liner? -

Approved oil gland? -

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

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF
or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Steam heated
steam generatorsForced
circulating pumpsHave saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

Were oil burning system &
remote controls examined
in accordance with rules?I recommend that the machinery of this ship remain as classed with ~~no~~ fresh record of

TS (CL) 4.63

(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

Minute

TUESDAY - 9 JUL 1963

See Rpt 9 A

Y. Kojima
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

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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.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 Examina-
tion. 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	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Propeller damage stated caused by touching the bottom on the 25th February 1963 at Philadelphia whilst manoeuvring the vessel:-

Found (4 bladed built up Mn Br propeller):-

One propeller blade was badly damaged, the blade being bent aft approx. 30° and the length of the bent section from the tip extending towards the bossing was approx. 200mm. Remaining three blades leading edge slightly bent and serrated.

The propeller blade badly bent, was renewed with spare blade and the other three propeller blades leading edges were faired, dressed up & smoothed. On completion, the propeller balancing tested:- mark on propeller blade - LLOYD'S NAG NO.1978-B-NO

E 26-3-37

Tail shaft (CL) drawn, alignment checked, taper magnaflux tested and found in good condition.

Wear & tear repairs:-

Stern bush rewooded and all fitted in good condition.

Other minor repairs effected.

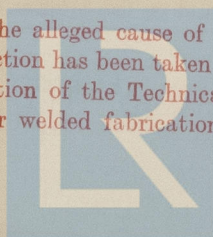
The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of 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.

LE ADDRESS
EPHONE:- NA
EX



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C
DET

KOB



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