

2 SEP 1963

Ship's Name SS/M/S "RIYADH MARU"

Gross tons 26034

Is there a rpt. 8? Yes

Port KOBE

Rpt. No. 11846

No. of visits 4

First date 1st Aug., 1963

Last date 14th Aug., 1963

Interim Cert. issued Yes, & copy herewith? Bl-91445

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 22nd Aug., 1963

Surveyed at, if different from Port above

Aioi

Is a rpt. 9B attached? Yes

MN

Nature of survey Completion of CSM, CSM & TS(CL)

Survey fees Compl. CSM Fully charged.

Damage fee /

Expenses ¥5,000.-

Part new CSM ¥72,600.-

W&T Rep. ¥10,000.-

Boiler 5,000.-

TS 10,500.-

S.A. fee /

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

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

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

LP Good

15 Levers

Claw Couplings HP & LP Good

17 Reduction gearing

(Through Access Holes) Good

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM 10,62 as previously recommended and CSM (with date) on completion, and TS (CL) 8,63.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

E. G. White & J. Nonomura

ht

Minute

TUESDAY 15 OCT 1963

CSM 10.62 8.63  
TS 8.63

Lloyd's Register Foundation

012744-012751-0019

ALSO FOR

SPL FOR

TRO

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable 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.

considered that re-examination or repairs should 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 Examination. Where repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	Both, Good	
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-super-heaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks		32 Detuner or vibration damper
33	Main engine driven pumps				
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	Main circulating (port side), Aux. circulating (starb'd side), Centre (No.2) Main feed (port side), Bilge pump (starb'd side), For'd (No.1) stripper (starb'd side in main pump room), F.O. transfer (port side in forward pump room), Bilge & ballast pump (starb'd side in forward pump room), All 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	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				
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	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass Good

State Port P. or Starboard S.

Identify by position.

#### AUXILIARY ENGINES

No.2 generator turbine (port side), Good

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

##### Wear and Tear Repairs:

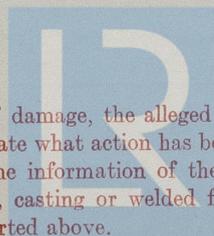
Tailshaft drawn in, cone part examined by magnaflux crack detector and small cracks found at top of taper. The tailshaft took ashore for repairs.

Spare tailshaft previously used satisfactorily fitted at this time. Lognumvitae bush found worn now completely rewooded.

Identification marks on spare tail shaft:- (Dia. 620mm)

TE 1636-1 LLOYD'S KOB NO.K-F2596 EI 12-2-58 LR.

NOTE: At the request of Chief Engineer the safety valves of main boilers were adjusted under steam as stated above. The boilers were surveyed at this time by NK surveyor only in accordance with their Rules and we were only requested to adjust the safety valves.



© 2021

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.

Register Foundation