

Rpt. 9

Date of writing report 24th Oct., 1961
Survey held at Aioi

Received London

No. of visits 3

Port KOBE

First date 10th Oct.,

No. 9624
Last date 14th Oct., 1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33733 Name M.V. ~~xxxx~~ "TEN-EI MARU"
Owners Kyoei Tanker K.K. Managers -
Engines made Aioi By Harima Zosensho
Type Oil Engine 2SA 7Cy. 670 x 155 Qmm

Gross tons 7629 Date of build 8, 1955

Port of Registry Kobe

Type Oil Engine 2SA 7Cy. 670 x 155 Qmm

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 1 db W.P. 142 lbs
Surveyed Afloat or in Dry Dock Both
Nature of Survey CS, DBS, TS(CL), SPS & Mach. Damage
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Hull	Machinery
*100A1	*1MC
SS 6,59	Engine 6,59
DS 10,60	Boilers d 6,59
	Tailshaft CL 9,58

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 Propellers ~~xxxx~~ Good Wear Down of Stern Bushes Rewooded Oil Glands None Sea Connections Good
Fastenings Good Has Screwshaft ~~xxxx~~ been drawn? Yes Date of Examination 10-10-61 Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined ~~xxxx~~ continuous liner? Yes Approved oil gland? -

MAIN ENGINES (Recip. Scavenged I.C.) ~~xxxx~~
1 Cyls., Covers, Pistons & Rods Nos. 1 & 6 Good
2 Valves & Gears Nos. 1 & 6 Good
3 Connecting Rods, Top Ends & Guides { Side Nos. 1 & 6 Good
Centre
4 Crankpins & Bearings { Side Nos. 1 & 6 Good
Centre
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 Nos. 1 & 5 Good
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers Nos. 1 & 5 Good

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

17 INTERMEDIATE SHAFTS & BEARINGS No. 5 intermediate shaft, Nos. 10, 11 & 12 tunnel bearings Good

HOLDING DOWN BOLTS & CHOCKS

18 CONDENSERS ~~xxxx~~ (AUX.) Good

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

19 MAIN ENGINE DRIVEN PUMPS Oil Motor Good

20 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? No

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) when the survey has been completed, DBS 10,61, TS(CL) 10,61 and SPS 10,61 and that her Machinery Classification Record be continued in the Book.

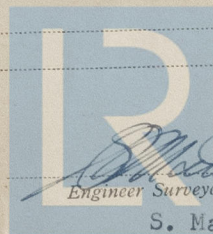
Date of Committee

Decision

TUESDAY 5 DEC 1961

As now
ABS 10.61 SPS 10.61
TS 10.61

Noted for Header



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Lloyd's Register of Shipping
Engineer Surveyor to Lloyd's Register of Shipping
S. Matsumoto

017898-017906-0197

32 Essential, Independent Pumps (Identify by position) GS & bilge pump (starboard side), Cooling S.W. pump driven by oil motor (port side)

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) M.E. O.F. heater (port side) Good

38 Independent Air Compressors, Coolers & Safety Devices Outboard (starboard side) Good

39 Air Receiver & Safety devices—Main 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) Inboard and outboard disel generator engines (starboard side) Good

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

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

MAIN ~~EXHAUST~~ DONKEY ~~EXHAUST~~ 11-10-61 Good

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat. 142 lbs/in2
Spt. -

Drum Securing Arrangements Good

Economisers Exhaust Gas Heated Economisers Good (See Chief Engineer's Report)

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes

Wet Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore) Good

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)

Repairs due to damage stated to have been caused by striking submerged object when alongside Berth No.97 at Los Angeles on the 8th September, 1961.

One propeller blade found bent to 500mm L., 180mm W. in way of leading edge and one blade found piece broken off 200mm L., 40mm W. in way of leading edge, the bent propeller blade faired in place and broken blade made good by welding new piece.

NOTE:- Steam from the boiler is supplied for heating O.F. tanks, O.F. heaters and to windlass, therefore it is submitted that the boiler be considered as Auxiliary Boiler.

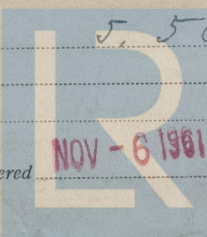
LEAVE THIS SPACE BLANK

Survey fees CS £70.000.-
OBS & EGE 22.500.-
TS (CL) 10.500.-

Damage fee ... 5.000.-

Expenses ... 5.500.-

Date when A/c rendered NOV - 6 1961



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