

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

12 NOV 1961

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33733 Name M.V. "TEN-EI MARU" Gross tons 7629 Date of build 8, 1955

Owners Kyo-ei Tanker K.K. Managers - Port of Registry Kobe

Engines made Aioi By Harima Zosensho Type Oil Engine 2SA 7Cy. 670 x 155 Qmm

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)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+IMC
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 ~~Good~~ Good Rewooded Oil Glands None Sea Connections Good

Fastenings Good Has Screwshaft ~~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 ~~continuous liner?~~ Yes Approved oil gland? -

MAIN ENGINES (Nos. 1 & 6) ~~Good~~ Good

1 Cyls., Covers, Pistons & Rods Nos. 1 & 6 Good

2 Valves & Gears Nos. 1 & 6 Good

3 Connecting Rods, Top Ends & Guides { Side Centre Nos. 1 & 6 Good

4 Crankpins & Bearings { Side Centre Nos. 1 & 6 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 Nos. 1 & 5 Good

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers Nos. 1 & 5 Good

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

### 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 No. 5 intermediate shaft, Nos. 10, 11 & 12 tunnel bearings Good

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS ~~(AUX.)~~ Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Oil Motor Good

31 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.

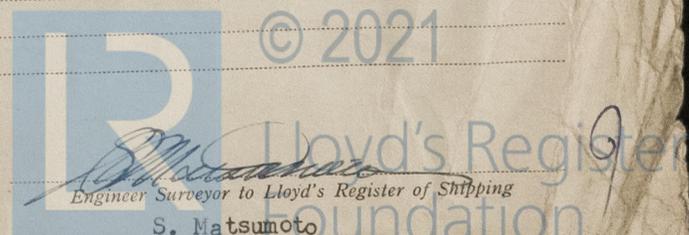
TUESDAY 5 DEC 1961

Date of Committee

Decision

As now  
ABS 10.61 SPS 10.61  
TS 10.61

Noted for Header



017893-017906-0197

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

<sup>32</sup> Essential, Independent Pumps (Identify by position) GS & bilge pump (starboard side), Cooling S.W. pump driven by oil moto (port side)

<sup>33</sup> Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....

<sup>34</sup> Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....

<sup>35</sup> Fresh Water Coolers..... <sup>36</sup> Lub. Oil Coolers..... <sup>37</sup> Heaters (state service) M.E. O.F. heater (port side) Good

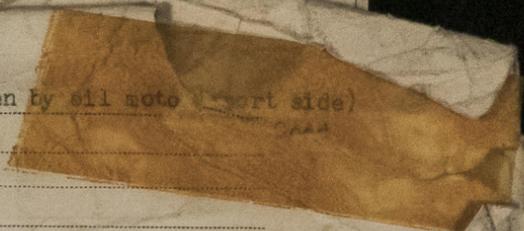
<sup>38</sup> Independent Air Compressors, Coolers & Safety Devices Outboard (starboard side) Good

<sup>39</sup> Air Receiver & Safety devices—Main..... <sup>40</sup> Auxiliary.....

<sup>41</sup> Oil Fuel Tanks (Not forming part of hull structure) .....

<sup>42</sup> Evaporators..... <sup>43</sup> Have Evaporator Safety Valves been tested under steam? .....

<sup>44</sup> Steering Machinery..... <sup>45</sup> Windlass..... <sup>46</sup> Fire Extinguishing Arrangements .....



AUXILIARY ENGINES (Identify by position) Inboard and outboard disel generator engines (starboard side) Good

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		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 ~~EXPRESS~~ 11-10-61 Good

Superheaters ..... Good

Safety Valves ..... Good

Mountings, Doors & Fastenings .....

Safety Valves Adjusted to { Sat. .... 142 lbs/in<sup>2</sup>  
Spt. .... -

Water Securing Arrangements ..... Good

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

Steam Heated Steam Generators ..... Steam Generator Safety Valves Adjusted to ..... Good

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.

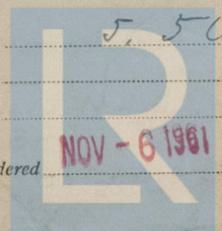
NOTE:- Steam from the boiler is supplied for heating O.F. tanks, O.F. heaters and to windlass, therefore it is submitted that the boiler be considered as Auxiliary Boiler.

LEAVE THIS SPACE BLANK

Survey fees CS 770,000.-  
OBS & EGE 22,500.-  
TS (CL) 10,500.-

Damage fee ..... 5,000.-

Expenses ... .. 5,500.-



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Date when A/c rendered NOV - 6 1961 Lloyd's Register Foundation