

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name SS/MS "NAGAOSAN MARU"

Gross tons 6555 Port of Registry Tokyo Port KOBE

Date of build 8,1960 Is there a rpt. 8? Yes Rpt. No. 13259

No. of visits 3 First date 17th Aug., 1964 Last date 22nd Aug., 1964

Interim Cert. issued Yes, Damage rpt. issued & copy herewith? B1-106282 & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 24th Aug., 1964 Surveyed at, if different from Port above Tamano

Is a rpt. 9B attached? Yes MN Nature of survey Completion of CSM, SPS, ABS & Docking

Survey fees Comp. CSM AB5 & EGE Elect. ¥200,000. 36,000.- 63,000.- Damage fee Expenses ¥5150.-

S.A. fee

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

1 Cyls., covers, pistons & rods No. 2 Good
2 Valves & gears No. 2 Good
3 Con. rods, cross-heads, bearings & guides centre No. 1 Good Side
4 Crankpins & bearings centre No. 2 Good Side
5 Journals & bearings Nos. 2 & 6 Good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings
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, cross-heads & bearings
13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings, & thrusts 15 Levers

17 Reduction gearing
18 Scavenge blowers 19 Superchargers

We

I recommend that the machinery of this ship remain as classed with/without fresh record of

CSM 8,64, SPS 8,64 and ABS 8,64 now.

(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

ho Minute

Surveyor to Lloyd's Register of Shipping

L.O. Christensen & M. Kitan

THURSDAY 15 OCT 1964

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

As now
CSM 8.64
SPS 8.64 ABS 8.64

014784-014793-0213

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 subject 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

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks shafts & bearings	21	Good	
Steam compressors	22	Intermediate shafts & bearings	23	No.4 intermediate shaft, Nos.6 & 7 bearings, Good	
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25	Starb'd aft, Good	
Steam re-heaters	26	Air ejectors (main & aux.)	27		
De-superheaters	28	Forced &/or induced draught fans	29		
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	Good	32 Detuner or vibration damper
Main engine driven pumps	33	Oil fuel primary pump, Good and injection pumps			
Crankcase doors & explosion relief devices	34	Good	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or OS cycle)	Yes, Good
Essential independent pumps	36	Port after bilge pump, starb'd aft ballast pump, Starb'd aft general service pump, Oil fuel transfer pump (starb'd centre), Fuel valve cooling pump (starb'd forward centre), Forward boiler oil burning pump, Starb'd centre main S.W. & F.W. cooling pump,		Starb'd after L.O. pump, Port auxiliary S.W. cooling pump, Port after F.W. cooling pump (port aft), All Good	
Bilge, ballast & oil fuel suction lines, fittings & controls	37	Good	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	Yes, Good
Fresh water coolers	39	Starb'd inb'd, Good	40	Lub. oil coolers	
Heaters (state service)	41	F.O. for main engine, F.O. for boiler (2 sets) for Purifiers (4 sets)	42	Feed water filters	
Auxiliary air receivers & safety devices	43	All Good	44	Starting air pipes	Good
Main air receivers & safety devices	45	Port after (No.2) Good			
Independent air compressors coolers & safety devices	46	Hand aux. compressor, Good			
Oil fuel tanks (not forming part of the hull structure)	47	All Good			
Have all evaporators safety valves been tested under steam?	48	-	49	Evaporators HP & LP	None
Fire extinguishing arrangements	51	Good	52	Steering machinery	Good
			53	Windlass	Good

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

No.2 port forward inboard, Good

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

NOTE:

S.R.L. No.220: None

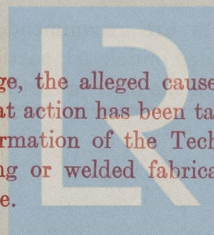
S.R.L. Appendix: Nothing done at this time.

Wear and Tear Repairs:

Minor repairs were effected.

No.2 main engine piston crown head worn, welded about 10mm and machined up to satisfaction.

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.



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