

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)
 Date of writing Report 6th July 1953 When handed in at Local Office JUL 1 5 1953 Port of YOKOHAMA 24 JUL 1953
 No in Reg. Book. Survey held at KAWASAKI Date. First Survey 30 June 53 Last Survey 6th July 19 53
 (No. of Visits 3)

13586 on the Machinery of the Wood, Iron or Steel

S.S. "IKUSHIMA MARU"

Tonnage { Gross 2245 Vessel built at Nagasaki By whom Mitsubishi Jukogyo K. K. When 1949 -
 Net 1224 Engines made at Nagasaki By whom Mitsubishi Jukogyo K.K. When -
 As Per Rule 340 Boilers, when made (Main) (Donkey) -
 of Main Boilers 2 Owners Hamane Kisen K. K. Owners' Address -
 " " " " (if not already recorded in Appendix to Register Book.)
 " " " " Port TOKYO Voyage
 of Donkey Boilers - Managers -
 Steam Pressure— If Surveyed Afloat or in Dry Dock Both at Kawasaki
 in Main Boilers 285 (State name of Dock.) Hitachi Shipbuilding & Engineering
 in Donkey Boilers - Co., Ltd., Kanagawa Shipyard

ast Report No. Port
 particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Not required

as a damage report made by anyone else? If so, by whom? No

and the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. 2nd July 1953

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Good

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? Drum 20.4 Kg/cm²

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? - If so, state reasons. - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the

stern bush. 133/1000" (3.38 m/m) Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

How Done:-

Vessel placed in drydock, the propeller, aft end of stern bush and sea connections with their fastenings examined.

BS:- The two main boilers opened up and examined throughout including all mountings, manholes, superheaters, doors

etc., afterward examined under steam and safety valves adjusted as stated.

The following machinery opened up and examined at this time:-

Main engine HP and LP main bearings.

Air pump, ballast pump, G.S. pump, circulating pump, feed pumps and Generator engines.

Thrust bearing and No.1 (fwd.) intermediate bearing.

- P.T.O. -

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery of this vessel, so far as now seen, is in a good and efficient condition and eligible in our opinion

to remain as now classed with fresh record of BS 7.53.

Survey Fee (per Section 23) ¥ 28,000.00 Fees applied for, 15/7 19 53

Special Damage or Repair Fee (if any) £ : Received by me, 19

(per Section 23.) Travelling expenses (if chargeable) ¥ 3,000.00

Committee's Minute. THURSDAY 13 AUG 1953

Assigned BS 7.53

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

015009-015019-0310

Is a Certificate required? If so, to be sent to

Reparis (wear and tear):-

Port boiler, steam stop valve to aux. feed regulator renewed at this time, marks on valve:-

1884 - 44
LLOYD'S
No. W-C 346-1
KT B 25-10-52

and

LLOYD'S TEST
WTP 40 KG
LT B 1-11-52

Inboard generator engine, crank shaft renewed at this time, marks on crank shaft:-

7641
LLOYD'S
No. Y4181
DO 16-1-53



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