

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

(Received at London Office 30 AUG 1951)

Date of writing Report 9th July, 19 51 When handed in at Local Office 19 Port of KOBE

No. in Survey held at HIROSHIMA Date. First Survey 12-6-51 Last Survey 3- 7-51 1951

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "IKUSHIMA MARU" (No. of Visits 7)

Gross 2244.85 Vessel built at Nagasaki By whom Nagasaki Shipyard & Eng. Works When 1949 1

Net 1224.71 Engines made at Nagasaki By whom Nagasaki Shipyard & Eng. Works When 1948 10

Nominal Horse Power 463 Boilers, when made (Main) 1948-11 Donkey Owners' Address Kobe, Japan

No. of Main Boilers 2 Owners Hamane Kisen K.K. Owners' Address Kobe, Japan (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port KOBE Voyage

Steam Pressure in Main Boilers 20 Kg/cm If Surveyed Afloat or in Dry Dock Both Hiroshima Dock

in Donkey Boilers

ast Report No. Port

Particulars of Examination and Repairs (if any) Classification Survey

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " None

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 12-6-51 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 20.5 Kgs/cm<sup>2</sup>

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

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? No, and of the Donkey Boilers?

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

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

Is shaft now been changed? No 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 18/6/51 State the wear down in the stern bush 3 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward.

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

All Rules requirements for Classification Survey of Ships Not Built Under Survey have now been carried out as follows:-

ow Done:- Ship placed in drydock, propeller, aft end of stern bush at aft end of screw shaft, sea connections and valves with their shell fastenings, examined and found in good condition. Screw Shaft with continuous liner examined and found in good condition. H.P. & L.P. turbines with double reduction gearing opened up for survey. Turbine casings, blading rotor shafts and rotors, reduction gears, teeth, shafts and bearings, thrust and intermediate shafting, pumps and condenser (tested), valves, cocks, pipes and strainers of the pumping arrangements and bilge system, bilge injection valves opened up, examined and found in good condition. A selected number of main steam pipes also auxiliary steam pipes over 3" bore removed for examination and tested to 2 x W.P.

Electrical Equipments:- Prime movers of the generators opened up, examined. Generators and motors driving essential auxiliary machinery and electric cables examined as far as possible. All fittings on main and sub-distribution switch boards and boxes examined to ensure circuits are not over fused. P.T.C.

General Observations, Opinion, and Recommendation:- The Machinery of this ship is in good and efficient condition and eligible in my opinion to be worthy of the Classification Contemplated with record of M.C. 7751 and Screw Shaft (C.L.) seen 6.51.

Survey Fee (per Section 29) Machy. 175,390

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) 7,000-

Sunday Attend. 5,250-

Committee's Minute FRI. 19 OCT 1951

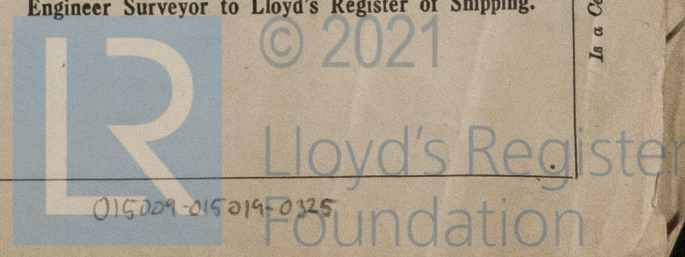
Assigned See minute on Machy F.E. Rpt.

Fees applied for 19

Received by me, 19

Signature of Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.



Generators, motors, cables and other apparatus, fittings etc. tested, insulation resistance found to be not less than 100,000 ohms.

2 Generators run in turn and all main switches and current breakers operated.

Boiler:- The 2 main water tube boilers with superheaters examined internally and externally with doors, mountings, fastenings and safety valves and found in good condition. The boilers were subjected to the hydraulic test to 21 Kgs/cm<sup>2</sup> and found sound and tight. Safety valves adjusted under steam and accumulation test carried out to the pressure as stated above.

Spare gear:- Spare gear checked and found to be in accordance with the Rules requirements except propeller blades. AS THIS SHIP IS ENGAGED FOR ONLY SHORT VOYAGE, THE OWNERS SPECIALLY REQUESTED BE OMITTED TO CARRY A SPARE PROPELLER ON BOARD (WORKING PROPELLER IS SOLID BRONZE.) THE OWNERS' REQUEST IS SUBMITTED FOR FAVOURABLE CONSIDERATION OF THE COMMITTEE.

Sea trial:- The Machinery has been tried at sea and found in good order.

All particulars indicated by the Secretary's letter dated were checked and found in order and all recommendations have now been carried out to my satisfaction.

Minor repairs only carried out.

(1st Entry Rpt. No.382 and copy of Interim Certificate issued, attached hereto)



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