

19 DEC. 1960

Rpt. 9

Date of writing report 18th November 1960 Received London Port YOKOHAMA No. 3483  
Survey held at Yokohama No. of visits 2 First date 8-10-60 Last date 19-10-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91809 Name S.S. "KYOKUYO MARU NO. 3" Gross tons 15303 Date of build 9 - 1946  
Owners Kyokuyo Hogei K.K. Managers - Port of Registry Tokyo  
Engines made 1949 By Type T 6 Cy 27" 44" & 76" x 51"

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Main Boilers 7 SB		
No. of Aux. Donkey Boilers W.P. 220 lb spt		
W.P. 220 lb spt		
Surveyed Afloat or in Dry Dock in Drydock 11 Kvaerner digesters-60 lb	+ 100 A1 SS 10/58	+ LMC Eng. 7/58
Nature of Survey Damage 17 Bone boilers-60 lb	with fbd.whaling purpose	N(pf&sf) 9/56
Was Damage Report issued? Yes Int. Cert.? No	or oil tanker FP above	M 8/59
Last Report (For Head Office only)	150°F	Pr 8/59
	Dkg. 9/59	

Yes  
Now

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.

Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

- DOCKING Propellers good Wear Down of Stern Bushes port 4.8m/m stbd. 3.2m/m Oil Glands - Sea Connections -
- Fastenings good Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
- Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings
- 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
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 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
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

This report is forwarded for the information of the committee.

Date of Committee THURSDAY 26 JAN 1961  
Decision N.H.



009557-0045690201

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position).....

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).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & 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).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	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 or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	Exhaust Gas Heated Economisers
Main Economisers	Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators	Forced Circulating Pumps
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Funnel
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
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)

According to the heavy weather damage report dated 30th August 1960 from Lloyd's Agency at Hamburg.

Upon examination the following damage was found and repairs recommended:-

Found	Recommended
1. Port propeller four (4) blades tips very slightly bent and one nick.	to fair and dress up.
2. Port propeller shaft, wear down of bush noted 4.8m/m.	to draw and examine. to renew bottom half of stern bush and replace shaft in order.
3. Port plummer block bearing brass, cracked and partly wiped.	to remetal and adjust.
4. Main engine holding down bolts:- 20 bolts leaking.	to harden up.

The above recommendations were carried out by Mitsubishi Nippon Heavy Industries Ltd., Yokohama Shipyard & Engine Works.

N.B.:- In the course of the survey, Ship's class was drawn therefore classification survey was not carried out.

Survey fees ... ¥ 10,000.-

Damage fee ... See Hull Damage Report No. D-626

Expenses... ... ¥ 1,000.-

Date when A/c rendered ... DEC. 9 1960



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*Handwritten notes:*  
12/12/60  
No action required  
Note

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