



35 <del>Deck Water Coolers</del> .....	36 Lub. Oil Coolers.....	Good Tested	37 Heaters (state service).....	2 F.O. & 2 F.W. All Good Tested.
38 <del>Throttle and Governor Safety Valves</del> .....				
39 <del>Air Receiver Safety Valves</del> .....			40 <del>Anchor</del> .....	
41 Oil Fuel Tanks (Not forming part of hull structure).....				
42 Evaporators.....	43 Have Evaporator Safety Valves been tested under steam?.....			
44 Steering Machinery.....	Gen. Exd. Good	45 Windlass.....	Gen. Exd. Good	46 Fire Extinguishing Arrangements.....
				Good

AUXILIARY ENGINES (Identify by position).....Outboard turbo generator - All parts. Good

## ELECTRICAL EQUIPMENT

PROPULSION		AUXILIARY EQUIPMENT	
a	Generators .....	l	Generators & Governors.....
b	Exciters.....		Gen. Exd.....
c	Air Coolers.....	m	Motors.....
d	Motors.....		Good.....
e	Air Coolers.....	n	Switchboards & Fittings.....
f	Control Gear, Cables, etc.....		Good.....
g	Insulation Resistance.....	o	Circuit Breakers.....
h	Insulating Oil Test.....		Good.....
i	Overspeed Governors.....	p	Cables.....
j	Magnetic Couplings.....		Good.....
k	Air Gap.....	q	Insulation Resistance.....
			Good.....
		r	Steering Gear Generators and Motors.....
			Good.....
		s	Navigation Light Indicators.....
			Good.....

**BOILERS OPENED UP & EXAMINED** (Identify by position and state latest date of internal examination of each boiler)

MAIN		AUXILIARY, BOILER ROOM, ETC.	
All (2) boilers. April, 8th 1959.			
Superheaters	Good		
Safety Valves	Good		
Mountings, Doors & Fastenings	Good		
Safety Valves Adjusted to	Sat.	285 lbs	
	Spt.	279 lbs	
Boiler Securing Arrangements	Good		
Main Economisers	Good		

~~Standard Oil Company~~ ..... ~~Standard Oil Company~~ Values Above 10 .....  
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes, Good ..... ~~Formal Checkup~~ .....  
~~Have Standard Oil Company been notified of the fact that they are not in compliance with Rules?~~ ..... Funnel ..... Good

**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*)

Repair due to damage to propeller, stated to have been caused by striking the No.17 Buoy in Osaka Harbour on the 14th September, 1958 whilst on a voyage from Osaka to Zungun.

Damage report not required ~~at~~ now.

Edges of all (4) built up Br. blades slightly serrated and now filed off and ground fair.

Repair due to wear & tear :

About half number (total 15 sections) of economizer coils on p<sup>r</sup> & s<sup>4</sup> boilers renewed.

Main L.P. turbine 1st pinion shaft bearing brasses remetalled and H.P. turbine rotor shaft aligned.

Main circulating pump, impeller shaft bearing brasses renewed.

G.S. pump impeller shaft renewed.

Inboard main feed pump turbine rotor shaft renewed.

Main eng. driven bilge pump, water cylinder liner renewed.

Other minor repairs and adjustment effected.

NOTE:- S.S. due 4,60

Owners request part now opened up as part E.S. which will be completed within 12 months time and desire to have the date when completed to make coincide with Hull S.S. date. all the rule's requirement except described above to be done to complete E.S.

Survey fees MBS (WT) ¥ 36,000.-  
Part ES 33,000.-  
Part Elect. 24,000.-

Damage fee ... ..

Expenses... .. 4100.49

Date when A/c rendered..... APR. 27. 1949