

Rpt. 9

Date of writing report 2nd June, 1958
Survey held at Tamano, Japan

Received London
No. of visits 3

Port KOBE
First date 16th May, Last date 23rd May, 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14507 Name M.V. "INUISAN MARU"
Owners Inui Kisen K.K. Managers Mitsui S.B. & Eng., Co., Ltd.
Engines made Tamano By Mitsui S.B. & Eng., Co., Ltd.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. wtdb 142
Surveyed Afloat or in Dry Dock Both
Nature of Survey CS DBS & TS (CL)
Was Damage Report issued? No Int. Cert. Yes, B1-50069, copy attached.
Last Report (For Head Office only)

Gross tons 7197 Date of build 1954-6mo.
Port of Registry Kobe
Type Oil Eng. 2SA 6Cy. 740x1600mm

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC
Carrying vegetable oil in side tanks aft	Engine N 6,54
D.S. 1,58	Boiler nd 6,54
	wtd 4,57
	Tailshaft CL 5,55

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.

DOCKING Propellers Good Wear Down of Stern Bushes Rewooded Oil Glands - Sea Connections Good
Fastenings Good Has Screwshafts been drawn? Yes Date of Examination 16-5-58 Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined? Yes Approved oil gland? -

MAIN ENGINES XXXX (C.C.)
1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 3, 4, 5 & 6 - Good
2 Valves & Gears Nos. 1, 2, 3, 4, 5 & 6 - Good
3 Connecting Rods, Top Ends & Guides Nos. 3 & 6 - Good
4 Crankpins & Bearings Nos. 3 & 6 - Good
5 Journals & Bearings Nos. 3 & 5 - Good

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 Fore and Aft - Good

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 Good

24 INTERMEDIATE SHAFTS & BEARINGS Nos. 1, 2, 5 & 8 - Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Bilge & Sanitary pumps - Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? -

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship, so far as now seen, is in good condition and eligible in our opinion to remain as now classed with fresh records of TS (CL) 5,58, DBS 5,58 and CS 5,58.

Date of Committee MONDAY 14 JUL 1958
Decision CS 5,58 DBS 5,58

40m, 4,57. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping
S. Hashiguchi.

012165-012171-0147

Outb'd L.O.pump, Ballast pump, Outb'd F.O. transfer pump, G.S. pump, Aux. Fresh water cooling pump, Aux. S.W. cooling pump, Inb'd Feed water pump, Inb'd oil burning pump, Fore valve cooling pump, Main S.W. cooling pump, Main cooling pump - All good.

32 Essential Independent Pumps (Identify by position) Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes, Good

35 Fresh Water Coolers X Good 36 Lub. Oil Cooler X Good 37 Heaters (state service) Feed heater & F.O.heater for Donkey boiler tested. Good

38 Independent Air Compressors, Coolers & Safety Devices Outb'd (No.2) Good tested

39 Air Receivers & Safety devices—Main Outb'd (No.2) Good 40 Auxiliary Good

41 Oil Fuel Tanks (Not forming part of hull structure) Centre & S. F.O. sett. tanks and F.O. service tank for Donkey Boiler all good.

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? Good

44 Steering Machinery Both Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Fore inboard (No.1) Good

Port Aft Emergency generator engine - Good

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators & Governors Good
b Exciters			
c Air Coolers			Motors Good
d Motors			
e Air Coolers			Switchboards & Fittings Good
f Control Gear, Cables, etc.			Circuit Breakers Good
g Insulation Resistance			Cables Good
h Insulating Oil Test			Insulation Resistance Good
i Overspeed Governors			Steering Gear Generators and Motors Good
j Magnetic Couplings			Navigation Light Indicators Good
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 16/5/58 Good

Boiler flat

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. 142 lbs.

Boiler Securing Arrangements Donkey boiler Good

Main Economisers Exhaust Gas Heated Good

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to 142 lbs by Chief Engineer (Letter to follow)

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes, Good Forced Circulating Pumps Both Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by 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)

Wear and tear repairs:

Tailshaft drawn in, examined by magnaflux and found in good order.

Lignumvitae worn - Bottom halve rewooded.

Main Engine: Nos.1,2,3,5 & 6 Cylinder liners worn, renewed.

Marks as follows: No.F5402, F5420, F5472, F5487 & F5491

LLOYD'S TEST KOB
W.T.P. 7kgs
SH 9-5-58 LR

Other minor repairs effected.

LEAVE THIS SPACE BLANK

Survey fees * C.S. (Comp.) No fee * Fully charged as follows

WTDB + EGB £20.000.- Rpt.9 No.2779 £62,000

Elect. 30.000.- " 3032 62,000 9

15 8.000.- " 3666 62,000 6

Damage fee ... " 4547 62,000 5

Expenses... 3.500.- £248,000

Date when A/c rendered

JUN 10 1958

© 2021

Lloyd's Register
Foundation