

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

JAN 22 1941

Date of writing Report 26th Nov. 1940 When handed in at Local Office 26th Nov. 1940 Port of SHIMONOSEKINo. in Reg. Book 33394 Survey held at KASADOSHIMA Date, First Survey 8th Nov. Last Survey 21st Nov. 1940on the Machinery of the ~~Wood-Franklin~~ Steel Single Screw Steamer "SEIZAN MARU" (No. of Visits 3)Tonnage } Gross 4333 Vessel built at Montreal By whom Canadian Vickers, Ltd. When 1918 10
Net 2584 Engines made at Montreal By whom Canadian Vickers, Ltd. When 1918Nominal Horse Power 474 Boilers, when made (Main) 1918 (Donkey) /No. of Main Boilers 3 Owners Miyachi Kisen K.K. Owners' Address /
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers / Managers / Port Kobe Voyage /Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Donkey Boilers / (State name of Dock.) Kasado Dock.Last Report No. / Port /Particulars of Examination and Repairs (if any) Docking & LMC.

(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.)

In 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 /Was 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 " " " /If this was not done, state for what reasons? /And what parts of the Boilers could not be thus thoroughly examined? /Also 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 8th November 1940. Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? / 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? / , and of the Donkey Boilers? /Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? /Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /Has shaft now been changed? / If so, state reasons /Has the shaft now fitted been previously used? / Has it a continuous liner? / Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? /State date of examination of Screw Shaft / State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? /Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? /If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now Done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

All cylinders, pistons, valves & rods, crank, thrust & intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 21st November 1940.

H.P. piston drawn out, specially examined, and found in efficient condition.

Repairs due to wear & tear:- H.P. slide valve spindle skimmed up & bushes renewed: HP crosshead pin skimmed up & brasses remated: Bilge plunger pump skimmed up & bushes renewed: All condenser tubes drawn out, cleaned & refitted: afterwards condenser tested: 3 condenser tube plate stays renewed: smoke tubes (P-1, C-2, S-1) renewed: One smoke stay renewed in C. blr: Other minor repairs effected:

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, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of B.S. 11-40. Subject to H.P. piston being examined at next Annual survey.Survey Fee (per Section 29) £ 225:00 Fees applied for 26. 11 19 40Special Damage or Repair Fee (if any) £ Received by me, 19Travelling expenses (if chargeable) See Hull Rpt.Committee's Minute FRI. 31 JAN 1941Assigned + dmb 11. 40 Subject SubjectFor M. Kamakura & Self. T. Kishida

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007746-007753-0240

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

It Remained-

THE RECORD. Thus 11.40.

Subject to the N.P. piston being
examined at next
annual survey.

Submitted the Surveyor
asked the reason
for his recommendation
regarding the N.P.
piston.

GA

30/1/41

See Reply 29/1/41



© 2020

Lloyd's Register
Foundation