

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

(Received at London Office APR 16 1940)

Date of writing Report 14/3/1940. When handed in at Local Office 14<sup>th</sup> Mar 1940. Port of Kobe.

No. in Reg. Book. Survey held at Osaka. Date, First Survey 22/2/40 Last Survey 11/3/1940. (No. of Visits Three.)

33390 on the Machinery of the ~~Wood, Iron or Steel~~ s/s "SEITAI MARU".

Tonnage { Gross 3405 Net 2011 Vessel built at Middlesbro'. By whom Sir R. Dixon & Co. Ltd. When 1918 11mo

Nominal Horse Power { 434 NHP Engines made at Middlesbro'. By whom Richardsons, Westgarth, & Co. Ltd. When 1918.

No. of Main Boilers 3 SB Boilers, when made (Main) 1918. (Donkey) & Co. Ltd.

No. of Donkey Boilers -- Managers Owners Sakamoto Shoji Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Fujinagata Dock. Voyage

Last Report No. Port LMC

Particulars of Examination and Repairs (if any) LMC

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

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 March 1940. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

Did 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 Boiler? --

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

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 wood of stern bush and top of after bearing of screw shaft 1 1/8".

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

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 and valves with their shell fastenings examined and found or now placed in good condition.

All cylinders, pistons, valves and rods, crank, thrust and 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.

REPAIRS DUE TO WEAR AND TEAR:-

M.P. & L.P. crosshead pieces skimmed up.

3 stay tubes and 22 smoke tubes on boilers-renewed.

Other minor repairs effected.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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 CS 3,34,

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of

L.M.C. 3, 40.

Survey Fee (per Section 29) Yen 225;00 Fees applied for 11/3/1940

Special Damage or Repair Fee (if any) (per Section 29) £ -- : -- Received by me, 19

Travelling expenses (if chargeable) (See Hull Report). FRI. 19 APR 1940

Committee's Minute Assigned T. Lamb. 3. 40



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

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

ET B examined  
Some boiler tubes renewed

It is submitted that  
this vessel is eligible for  
THE RECORD. + KUC@340

RA  
17/4/40



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