

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

(Received at London Office JUN 20 1938)

Date of writing Report 27/5/1938 When handed in at Local Office 28/5/1938 Port of Kobe.  
No. in Reg. Book. 56391 Survey held at Osaka. Date, First Survey 30/4/38 Last Survey 18/5/1938. (No. of Visits Three.)  
on the Machinery of the Wood, Iron or Steel S/S "SEIKAI MARU" (EX "WEN YUAN")  
Gross 3108 Net 1838 Vessel built at Sunderland. By whom J. Priestman & Co. When 1919 7mo.  
Engines made at Sunderland. By whom G. Clark Ltd. When 1919  
Boilers, when made (Main) 1919 (Donkey)  
Owners Sakamoto Shoji Kabushiki Kaisha Owners' Address 9, Nishinagahori-minami-dori, 4-chome, Nishi-ku, Osaka.  
Managers Port Osaka Voyage  
Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Fujinagata Dock.  
Donkey Boilers

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 nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? --  
What parts of the Boilers could not be thus thoroughly examined? --  
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? --  
What latest date of internal examination of each boiler May, 1938 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? --  
Was 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? --  
Was shaft now been changed? -- If so, state reasons --  
Was 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? --  
What latest date of examination of Screw Shaft -- State the distance between lignum vitae or bearing of stern bush and top of after bearing of screw shaft 3/16".  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light 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.  
Main & Aux. Steam pipes were tested by hydraulic pressure to times W.P., and the copper steam pipes were annealed before testing and found ~~in good order~~ in good order.  
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:-  
H.P. slide valve chest rebored and piston valve rings renewed.  
M.P. ahead guide shoe remetalled.  
H.P. crank brass top half remetalled.  
10 common and 6 stay 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 L.M.C. 140 lb. F.D., &c.)  
are in good condition and eligible, in our opinion, to be continued as classed with fresh record of \*LMC 5,38.

Survey Fee (per Section 29) Yen 225.00 Fees applied for 20/5/1938  
Special Damage or Repair Fee (if any) --  
Travelling expenses (if chargeable) (See Hull Report).  
Committee's Minute TUE. 12 JUL 1938  
Assigned +Limb 5.38  
Engineer Surveyor to Lloyd's Register of Shipping.

It is submitted that this vessel is eligible for THE RECORD,  $\neq$  LMC

2. 18/38.