

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

(Received at London Office.

of writing Report		16/8/ 19 40. When handed in at Local Office		17 <sup>th</sup> Aug. 19 40. Port of Kobe.	
in Survey held at		Innoshima.		Date, First Survey 29/7/40 Last Survey 15/8/ 19 40.	
Book.				(No. of Visits Three.)	
99- on the Machinery of the		<del>Wood Iron</del> Steel		T.S.S. "MANSEI MARU".	
ge {	Gross	7770	Vessel built at	Osaka.	By whom Osaka Iron Works, Ltd. When 1919 4mo.
	Net	4823			
nal {	Engines made at	Osaka.	By whom	Osaka Iron Works, Ltd. When 1919.	
	Power {	655 NHP	Boilers, when made (Main)	1919. <del>XXXXXX</del> (AUXY) 1919.	
Main Boilers		3 SB	Owners	Yamashita Kisen Kabushiki Kaisha Owners' Address	
UXY <del>XXXX</del> Boilers		1 SB	Managers	(if not already recorded in Appendix to Register Book.)	
Pressure in Boilers		200 lbs.		Port	Osaka. Voyage
UXY <del>XXXX</del> Boilers		200 lbs.	If Surveyed Afloat or in Dry Dock	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
			(State name of Dock.)		
			Both Innoshima Dock.		

Report No. .... Port

Particulars of Examination and Repairs (if any) LMC & TS

all Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he  
 erred his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" **AUX** " " **Yes.** "

was not done, state for what reasons?

at parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the  
 Inspector to assure himself of the thorough efficiency of those parts of each Boiler?

test date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Surveyor examine the Safety Valves of ~~Boiler~~ <sup>AUX.</sup> Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes., and of the ~~Boilers~~ Boilers? Yes.

Surveyor examine the drain plugs of the Main Boilers? ....., and of the Donkey Boiler? .....

Surveyor examine all the mountings of the Main Boilers? Yes., and of the ~~Rock~~<sup>auxiliary</sup> Boiler? Yes.

new shaft now been drawn and examined? Yes / Port only. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has this information been changed? **No** If so, state reasons

e 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? ☐ P. Close fit.

ate of examination of Screw Shaft July 1940 State the distance between lignum vitae ~~extending from~~ of stern bush and top of after bearing of screw shaft  
Is electric light fitted. YES.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.....Complete.

DONE:- Vessel placed in dry dock, P & S propellers, port stern bush and aft end of starboard  
rn bush, sea cocks and valves with their shell fastenings, examined and found or now placed in  
d condition.

Port Tail shaft with continuous liner examined and found in good condition.

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

The 3 Main and 1 Auxiliary Boilers were examined over all parts with doors, mountings, safety valves and found or now placed in good condition. Safety valves adjusted under steam stated above.

PAIRS DUE TO WEAR AND TEAR:-

starboard H.P. cylinder liner and piston rings - renewed.

Port and Starboard H.P. crosshead pins - skimmed up and their brasses - remetaled.

*General Observations, Opinion, and Recommendation:*—The machinery and boilers of this vessel (P.T.O.).  
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, 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, or L.M.C. 9,11, 140 lb., F.D., &c.)

in good condition and eligible, in my opinion, to be continued as classed with fresh record of M.C. 8, 40. and Port Tail Shaft (CL) seen 7,40.

Fee (per Section 29)..... Yen 275:00

al Damage or Repair Fee (if any)..... £    :    :  
(per Section 29.)

Selling expenses (if chargeable)..... (See Hull Report).

Committee's Minute

igned

Fees applied for  
15/8/ 19 40  
Received by me,  
19

**Engineer Surveyor to Lloyd's Register of Shipping.**

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

CERTIFICATE WRITTEN

009469-009480-0160

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WEAR AND TEAR REPAIRS:-

Port H.P. and M.P. slide rods skimmed up and repacked.

Ballast pump both water buckets - renewed.

10 holding down bolts of main engine seats - renewed.

Port stern bush - re-wooded.

Other minor repairs and adjustments effected.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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