

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

(Received at London Office)

Date of writing Report 16/8/ 40. When handed in at Local Office 17th Aug. 1940 Port of Kobe.

Survey held at Innoshima. Date, First Survey 29/7/40 Last Survey 15/8/ 1940. (No. of Visits Three.)

on the Machinery of the ~~Wood Iron~~ Steel T.S.S. "MANSEI MARU".

Gross 7770 Net 4823 Vessel built at Osaka. By whom Osaka Iron Works, Ltd. When 1919 4mo.

Engines made at Osaka. By whom Osaka Iron Works, Ltd. When 1919.

Boilers, when made (Main) 1919. ~~XXXXXX~~ (AUXY) 1919.

Main Boilers 3 SB Owners Yamashita Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)

Boilers 1 SB Managers Port Osaka. Voyage

Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both Innoshima Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 200 lbs.

Report No. Port LMC & TS

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

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the same 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.

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

Has a special damage report been 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 ~~XXXXXX~~ AUXY Boiler? Yes.

Were any parts of the Boilers not examined? --

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

What was the latest date of internal examination of each boiler? August, 1940. Present condition of funnel Good.

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- , and of the ~~XXXXXX~~ AUXY Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the ~~XXXXXX~~ AUXY Boiler? Yes.

Has the aft 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 the aft shaft now been changed? No If so, state reasons --

Has the fore 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. S. 5/32"

What was the latest date of examination of Screw Shaft? July 1940 (Port only) State the distance between lignum vitae ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft Is electric light fitted. YES.

Is the Survey 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 stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Port Tail shaft with continuous liner examined and found 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 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 as stated above.

REPAIRS 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. (P.T.O.).

General Observations, Opinion, and Recommendation:- 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 **M.C. 8, 40.** and Port Tail Shaft (CL) seen 7,40.

Fee (per Section 29) Yen 275:00 Fees applied for 15/8/ 19 40

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

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

Committee's Minute FRI. 11 OCT 1940

Signed + Lmc 8.40

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009469-009480-0160

CERTIFICATE WRITTEN

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

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.



© 2020

Lloyd's Register
Foundation