

Rpt. 9

Date of writing report 14th Oct., 1960

Received London

Port KOBE

No. 8307

Survey held at Kobe

No. of visits 4

First date 3rd Oct., 1960 Last date 11th Oct., 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79652 Name M.V. "SEI HO MARU" Gross tons 13046 Date of build 1,1952
Owners Iino Kaiun K.K. Managers

Engines made Kob By Kawasaki Dkyd Co., Ltd. Type Oil Engine 2DA 8Cy. MAN

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 wtddb W.P. 178 lbs

Surveyed Afloat or in Dry Dock Both

Nature of Survey CS, DBS, TS(CL)

Was Damage Report issued? No Int. Cert. Yes, B1-66563 copy attached.

Last Report (For Head Office only)

Hull	Machinery
+100A1 oil tanker	+LMC Engines CS 1,60
SS 1,60	Boilers d 2,59
DS 1,60	Tailshaft CL 2,59
	Steam pipes 1,60

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propeller Good Wear Down of Stern Bushes Close-fit (re-wooded) Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 9/10/60 Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES ~~PORT~~ I.C.) ~~STARBOARD~~

1 Cyls., Covers, Pistons & Rods Nos. 4 & 5 Good

2 Valves & Gears Nos. 4 & 5 Good

3 Connecting Rods, Top Ends & Guides ~~XXX~~

Centre Nos. 4 & 5 Good

4 Crankpins & Bearings ~~XXX~~

Centre Nos. 4 & 5 Good

5 Journals & Bearings Nos. 7 & 8 Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS (Port and Starboard) Good

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book TS (CL) 10,60, DBS 10,60 on completion and CS with date on completion and that her Machinery Classification Record be continued in the Book.

THURSDAY - 1 DEC 1960

Date of Committee Decision As now TS 10, 60

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

K. Tabuchi, A. Murao & S. Matsumoto.
Engineer Surveyor to Lloyd's Register of Shipping

010580-010588-0145

© 2021

Lloyd's Register Foundation

32 Essential Independent Pumps (Identify by position) Fw'd feed pump (port side), Outb'd O.F. burning pump (starb'd side), Fw'd F.W. & S.W. cooling pumps (starb'd side), Fire & G.S. pump (starb'd side), Ballast pump (port side), Aft main L.O. pump (port side)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls All Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Inboard (port side) Good

39 Air Receivers & Safety devices—Main Outboard (port side) Good 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Inboard generator oil engine in its entirety (port side)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~BOILER~~, DONKEY ~~BOILER~~ Port and starboard
5-10-60 Good
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings 178 lbs/in²
Safety Valves Adjusted to { Sat. 178 lbs/in²
Spt. -
Boiler Securing Arrangements Good
Main Economisers Exhaust Gas Heated Economiser Good *
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to -
Were Oil Burning System & Remote Control in accordance with Rules? Yes Forced Circulating Pumps Port & Starb'd Good
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear and tear repairs:-

Impeller of the fwd salt cooling water pump found wasted renewed at this time.

* The safety valve on exhaust gas economizer will be adjusted and reported by ship's Chief Engineer to this office.

Circular No. 2144:-

It is confirmed that donkey boiler as fitted are required to supply steam for oil fuel heating service at sea and therefore, the description of these boilers in the Register Book may be altered from wt db to WT Aux. Boiler.

LEAVE THIS SPACE BLANK

Survey fees T.S. (CL) ¥10,500
CS 70,000
DB & E.G. 40,500

Damage fee

Expenses...

Special Attend. Fee

Date when A/c rendered

2,000
8,000
NOV - 2 1960

© 2021

Lloyd's Register
Foundation