

Rpt. 9

Date of writing report 23rd April, 1962 Received London Port KOBE No. 10364
Survey held at Tamano No. of visits 4 First date 13th April, Last date 19th April, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30950 ~~XXX~~ "SHOSEI MARU" Gross tons 7199 Date of build 5,1953
Owners Matsuoka Kisen K.K. Managers - Port of Registry Ashiya
Engines made Tmn By Mitsui Zosen Type Oil Engine 2SA 6Cy. 740 x 1100mm
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Docking Boilers 2 Aux. W.P. 142 lbs
Surveyed Afloat or in Dry Dock Both
Nature of Survey ABS, Damage, CS & TS
Was Damage Report issued? No Int. Cert.? Yes, BL- 78245 copy attached.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+IMC
DTa - veg. oil	Engine CS 2,61
SS 2,61	Boilers A 2,61
DS 2,61	Tailshaft CL 5,59
pt EW	Steampipes 2,61
	Oil Engine

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 Propellers Good Wear Down of Stern Bushes Rewooded -Close Oil Glands None Sea Connections Not Exd
Fastenings Good Has Screwshaft/Times been drawn? Yes Date of Examination 14-4-62 Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? Yes Approved oil gland? No
MAIN ENGINES ~~PORT & STARBOARD (C.C.)~~ ~~PORT & STARBOARD~~
1 Cyls., Covers, Pistons & Rods Nos. 1,2 † 3,4 & 5 † Good
2 Valves & Gears Nos. 1,2,3,4 & 5 Good
3 Connecting Rods, Top Ends & Guides ~~Starboard~~ Centre No.4 - Good
4 Crankpins & Bearings ~~Starboard~~ Centre No.3 - Good
5 Journals & Bearings Nos. 2 & 4 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
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 No.3 shaft (No.5 & 11 bearings) Good
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MANOEUVRING AUX.) (tested) Good
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS O.F.surcharge, Bilge & Sanitary pumps - Good
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

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 CS (with date) on completion, ABS 4,62 & TS(CL) 4,62 now and that her Machinery Classification Record be continued in the Book, subject to Nos. 2 & 5 main engine piston crowns being re-examined at the next dry docking (due May, 1963).

Date of Committee THURSDAY 31 MAY 1962
Decision As now, subject TS 4.62 ABS 4.62
20m,10,61 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

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P. Mason
01844-01850-0234 1/2

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) No.2 feed pump(port aft), No.1 L.O. pump(starb'd outboard), Main SW cooling pump (starb'd aft), Main FW cooling pump(starb'd forward), Aux. SW cooling (port), Ballast (starb'd aft inboard), Electric O.F. unit pump(starb'd) - Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

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) No.1 (port inboard) & coolers tested - Good

38 Independent Air Compressors, Coolers & Safety Devices No.2 (port outboard) - Good 40 Auxiliary

39 Air Receivers & Safety Devices—Main No.2 (port outboard) - Good

41 Oil Fuel Tanks (Not forming part of hull structure) 43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators 45 Windlass 46 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position) No.2 generator diesel engine (port forward outboard) - Good

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators			1 Generators & Governors	
b Exciters				
c Air Coolers			m Motors	
d Motors				
e Air Coolers			n Switchboards & Fittings	
f Control Gear, Cables, etc.			o Circuit Breakers	
g Insulation Resistance			p Cables	
h Insulating Oil Test			q Insulation Resistance	
i Overspeed Governors			r Steering Gear Generators and Motors	
j Magnetic Couplings			s Navigation Light Indicators	
k Air Gap				

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

MAIN AUXILIARY, 16-4-62 Port (16-4-62) - Good
Starb'd (16-4-62) Good
None
Good
Good
142 lbs/in2 Port & Starb'd
Good
Funnel Base (16-4-62) - Good
Exhaust Gas Heated Economisers
Main Economisers
Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps No.2 (port outboard) - Good
Funnel Good
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

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

Were Copper Pipes annealed?

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)

Damage: Stated sustained when propeller struck submerged object at Norfolk (Va) on 28th October, 1961.

Found All four blades of 4-bladed bronze propeller bent slightly at tips. Tailshaft examined with magnaflux equipment
Now Done: Propeller removed ashore and all blades heated and faired in place. Tailshaft examined with magnaflux equipment
found in order. The shaft was however placed on the lathe and found slightly bent (approx 19/100 m/m). The after end of the GM liner was therefore machined true.

NOTE: Damage surveyed by Taisho Kaijo K.K. for Japanese Underwriters.

Wear and Tear Repairs:-

Nos.1,3 & 4 piston crowns burnt and also fractured at lifting holes. Fractures cut out and pistons built up welding annealed and machined.

Nos.2 & 5 piston crowns were seen to have small fractures at the edge of the lifting holes and it is that these pistons be re-examined at the next dry docking (due May 1963) Owners advised. The holes been radiused and the pistons considered in my opinion efficient meantime.
Main SW cooling pump sealing rings renewed. Auxiliary SW cooling pumps seal rings renewed.
Main FW cooling pump bearings renewed. No.2 feed pump bucket built up with welding.

Stern bush lower half rewooded.
NOTE: The port & starb'd dry combustion chamber (WT) type boilers were found to have rather pittings on the fire tubes in isolated places. This in my opinion is not considered serious yet and does not appear to have affected the internal surfaces of the water tubes. I submitted that an entry be made in the Appendix to the Special Reasons List for the of the fire tubes in the port & starb'd auxiliary boilers to be kept under observ each boiler survey.

Survey fees CS 770.00 Cont'd/-
ABS+EGE 33.600-
TSC(L) 11.200-
Damage fee 10.000-
Expenses... 6.000-
Date when A/c rendered MAY 10 1962

Rpt.

Port of

KOE

Continuation of Report/No. 10364

dated 23rd April, 1962

on the

"SHOSEI MARU"

The exhaust gas economizer safety valves adjusted under steam at sea by Chief Engineer (certificate attached).

Conditions of Class No.188:- None