

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 Name M.V. "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

Table with columns for Hull and Machinery. Hull: +100A1, DTA - veg. oil, SS 2,61, DS 2,61, pt EW. Machinery: +IMC, Engine CS 2,61, Boilers A 2,61, Tailshaft CL 5,59, 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".

DOCKING Propellers Good Wear Down of Stern Bushes Rewooded -Close Oil Glands None Sea Connections Not Exd
Fastenings Good Has Screwshaft/Tubes 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 (2SA 6CY. 740 x 1100mm)
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 No.4 - Good
4 Crankpins & Bearings 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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19
STEAM COMPRESSORS
20
CLUTCHES & HYDRAULIC COUPLINGS
21
REDUCTION GEARING
22
THRUST BLOCKS, SHAFTS & BEARINGS
23
INTERMEDIATE SHAFTS & BEARINGS No.3 shaft (No.5 & 11 bearings) Good
24
HOLDING DOWN BOLTS & CHOCKS
25
CONDENSERS (MAIN & AUX.) (tested) Good
26
STEAM RE-HEATERS
27
DE-SUPERHEATERS
28
STOP & MANOEUVRING VALVES
29
MAIN ENGINE DRIVEN PUMPS O.F.surcharge, Bilge & Sanitary pumps - Good
30
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 above, subject to ABS 4,62

Noted for Header

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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)
 38 Independent Air Compressors, Coolers & Safety Devices No.1 (port inboard) & coolers tested - Good
 39 Air Receivers & Safety Devices—Main No.2 (port outboard) - 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)
 No.2 generator diesel engine (port forward outboard) - Good

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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
 Superheaters
 Safety Valves
 Mountings, Doors & Fastenings
 Safety Valves Adjusted to Sat. ~~500~~
 Boiler Securing Arrangements
 Main Economisers
 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
 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
 Were Copper Pipes annealed?
 Auxiliary (over 3 in. bore)
 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)
 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.
 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 as a defect and does not appear to have affected the internal surfaces of the water tubes. I have 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 observation each boiler survey.

Survey fees Cont'd/-
 ABS & EGE 33.600.-
 TSC(W) 11.200.-
 Damage fee 10.000.-
 Expenses... 6.000.-

Date when A/c rendered MAY 10 1962

Rpt.

Port of

Kobe

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



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