

Ship's Name ~~SS/MS~~ "MEITAI MARU" Gross tons 12,982
 Is there a rpt. 8? Port KOBE Rpt. No. 12360
 No. of visits First date Last date
 Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)
 Date of completing rpt. Surveyed at, if different from Port above
 Is a rpt. 9A attached? Yes MN Nature of survey CSM, MBS, DS & SRL
 Survey fees Damage fee Expenses
 S.A. fee

DOCKING
 Propeller Good Sea connections Not Exd. Oil gland NONE
 Fastenings Good Wear down of stern bush 2.7 mm
 Has screw/tube shaft been drawn? No Date of examn. -
 Has shaft been changed? - Has shaft now fitted been previously used? -
 Has shaft now examined/fitted a continuous liner? - Approved oil gland? -

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

AUXILIARY, DONKEY OR PRESS	(State if oil fired—OF or exhaust gas—EG)	MAIN	Port (22-11-63) Good	Starboard (22-11-63) Good
Air heaters			Good	
Superheaters			Good	
Safety valves			Good	
Mountings, doors and fastenings			Good	
Safety valves adjusted to		Port 32.5 kg/cm2	Starboard 32.7 kg/cm2	
		Port 30.8 kg/cm2	Starboard 30.5 kg/cm2	
Boiler securing arrangements			Good	
Main economisers	Good	Exhaust gas heated economisers		-
Steam heated steam generators	-	Steam generator safety valves adjusted to		-
Forced circulating pumps		Funnel	Good	
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	-	Were oil burning system & remote controls examined in accordance with rules?		Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of

See "pt. 9A.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

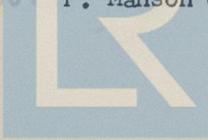
Date of Committee ht
 Minute

THURSDAY 5 MAR 1964

P. Manson & P. Mason

P. Manson
 Surveyor to Lloyd's Register of Shipping

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT



Lloyd's Register Foundation

012377-012385-0327

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
 AUXILIARY
 (over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		n Switchboards & fittings
e Air coolers		o Circuit breakers
f Control gear cables, etc.		p Cables
g Insulation resistance		q Insulation resistance
h Insulating oil test		r Steering gear generators & motors
i Overspeed governors		s Navigation light indicators
j Magnetic couplings		
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Port and Starboard Main Boilers:

Air heater tubes part renewed (31 port and 30 starboard).

Condition of Class (No. 209)

"Both main boiler superheater branch pieces on outlet headers to be renewed N.B.S."

Now Done: Owing to some mis-understanding on Owners side the order for the new headers had not been placed in time for fitting at this boiler survey. The headers were specially examined at this time and further weld repairs effected.

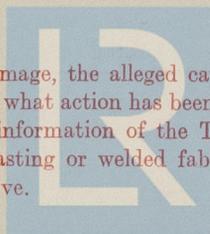
The Owners request for a further extension of 10 months for the renewal of the desuperheater branch pieces when the vessel will be dry docked.

It is submitted the Owners request merits the favourable consideration of the Committee the headers being considered to remain efficient in the meantime.

Propeller: One blade found cracked approx. 5 inches long running from blade tip.

Crack cut out and welded under proper temperature control subsequently dressed smooth, examined and proved good.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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