

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 14 JUL 1953)

Date of writing Report 20th May, 1953. When handed in at Local Office 19 Port of SHIMONOSEKI

No in Reg. Book. Survey held at Shimonoseki Date. First Survey 15-12-52 Last Survey 24th Mar. 1953

59215 on the Machinery of the ~~Woolly Iron~~ Steel S.S. "MEISEI MARU" (No. of Visits 10)

Gross Tonnage 4754 Vessel built at Sunderland By whom Short Bros. Ltd. Year. Month. 1930, 6
 Net Tonnage 3297 Engines made at Sunderland By whom G. Clark Ltd. Sunderland When
 Nominal Horse Power 417 MN Boilers, when made (Main) (Donkey)
 Owners Nichiro Gyogyo K.K. Owners' Address 2 Chome Marunouchi Chiyoda-ku, Tokyo.
 No. of Main Boilers 2 SB Managers Port Tokyo Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both
 Steam Pressure in Main Boilers 180 Lbs (State name of Dock.) Mitsubishi Shimonoseki S.Y. Dock No.2
 in Donkey Boilers -

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) B.S. & Part M.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and in detail, 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 besides being stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Was a damage report made by anyone else? If so, by whom? Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

What parts of the Boilers could not be thus thoroughly examined? What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date latest date of internal examination of each boiler. Port & Starb'd Boilers Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 Lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Is the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? Is shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 3 mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

As the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now Done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea connections & outside fastenings examined and sea valves and cocks opened up and examined found or now placed in good order.

B. S. All main boilers with superheaters examined internally and externally together with all doors and mountings, and safety valves, and found or now placed in good condition. Boiler afterwards examined under steam and safety valves adjusted as stated above. Oil fuel and steam smothering installations tested under working conditions, fuel tank valves deck control gear and oil discharge pipes between pumps, and furnaces, generally examined and found in order.

Part M.S. The following parts of machinery were opened up for normal machinery adjustment and an opportunity was taken to examine the L.P. valve chest & valve face, all cylinder covers & upper halves of main bearings of main engine H.P. L.P. bottom end bearings and repairs recommended and carried out to our satisfaction and now placed in good condition.

General Observations, Opinion, and Recommendation:- P.T.O. (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, * LMC 9.11 to * LMC 140 lb., FD, &c.)

The machinery of this vessel so far as now seen is in good condition and eligible in our opinion to remain as classed, with fresh record of B.S. 4,52. Subject to all other conditions attached to the vessels class being dealt with as previously recommended.

Survey Fee (per Section 23) £24,000 Fees applied to JUL 9 1953 Received by me, Peter Manson K. Casado for Self & G. Marsden (I.B. Special ~~100000~~ Repair Fee (if any) £10,000 (per Section 23.) THURSDAY 2 SEP 1953 Engineer Surveyor to Lloyd's Register of Shipping. As now (with endorsement) BS 3, 53



Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to 014501-014517-0120 1/2

Repairs Machinery:

Main Engine: All main bearing upper halves found worn now remetalled & refitted.
H.P. bottom end found worn now remetalled. L.P. bottom end lower half worn now remetalled.

Repairs due to Wear & Tear:

Starb'd Boiler: Starb'd combustion chamber one plane smoke tube somewhat wasted now renewed & Starb'd side wrapper plate cropped and part renewed at the top seam for approx. length 1'-7" by 2'-7 $\frac{1}{4}$ " wide & 5 combustion chamber stays in way renewed. Centre combustion chamber starb'd wrapper plate cropped and part renewed at the aft side seam approx. - 7"x7". Six combustion chamber stays renewed. Centre furnace found somewhat wasted in line of fire bars now built up by welding and made good. Other minor repairs effected.

Port Boiler:

Starb'd combustion chamber port wrapper plate and back plate cropped and part renewed approx. length 1'-10"x2'-7 $\frac{1}{4}$ " & 3'-0"x8" respectively, and 10 combustion chamber stays renewed. Centre combustion chamber starb'd side wrapper plate aft side cropped and part renewed approx. length 1'-9 $\frac{1}{2}$ "x6". Port combustion chamber 2 plane smoke tubes somewhat wasted now renewed. All furnaces of port boiler found somewhat wasted in line of fire bars now made good by welding.

Evaporator and Distiller:

Newly installed one evaporator & one distiller at this time as per approved plans. The evaporator & distiller has been tested by hydraulic pressure and found sound of tight.

Evaporator:- Shell side 30 lbs/sq.in. coil 180 lbs/sq.in.

Distiller :- Shell side 29 lbs/sq.in. cover side 57 lbs/sq.in.

This vessel was at this time converted to a shelter deck type.

The No.1 & 2 Holds and part tween deck space were insulated this time for the carriage of frozen fish.

The Owners not requiring Lloyd's Survey for either the Refrigerating plant or insulated spaces.

In addition the tween deck space at No.3 & 4 hold was fitted out as a canning factory space for tinning fish.

The Refrigerating plant and part of factory space machinery being electric driven two large and one small Diesel Driven Generators were installed in the space immediately above oil fuel deep tanks between frames (83-97).

This plant also was not built to our Survey, and is entirely separate from the vessels main or auxiliary machinery.

Particulars of Generators as follows:

2-300 H.P. - 250 KW) A.C. 3 phase 230 volts.
1-120 H.P. - 80 KW

The Refrigerating plant consists of 4-75 H.P.

Ammonia machines, with brine circulation in insulated spaces.

Provision has been made for forced draught ventilation in the refrigerating machinery space, and Generator Room.

Ample phoamite fire extinguishers being supplied.

This vessel being a mother ship to smaller fishing boats of the Company's fleet, arrangements were made this time to enable her to supply oil fuel and fresh water to these vessels, by fitting additional oil fuel deep tanks and fresh water deep tanks between frames (36-42) (84-97) (P & S) and fresh water between frames (67-71) Port (65-71) Starb'd constructed as per Rules and approved plans.

The piping and steam heating coils to oil fuel tanks tested as per Rule, Air pipes fitted with wire gauzes, sounding pipes and gutterways fitted, and deck control fitted to oil fuel deep tank valves tested found in order.

Additional pumps were fitted in Boiler Room to supply oil fuel and fresh water to the above small vessels, and at request of owners were constructed and tested in accordance with the Rules (Certificates issued copy attached).

One oil fuel transfer pump 30 M³/hour and one gear type 18 M³/hour.
Fresh water pump 15 M³/hour. ~~and one gear type~~

ENDORSEMENT:-

L.P. Valve chest valve face fractured an opportunity was taken to examine this face and no indication was found of the crack extending being considered to remain efficient.

ELECTRICAL: (Lighting)

All cables to accommodation lighting renewed this time in accordance with Rule Requirements. Fittings on main, and sub-distribution board examined to ensure circuits not overfused.

Insulation resistance found to be not less than 100,000 ohms.



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