

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

-4 DEC 1941

Date of writing Report 12th Sept. 41 When handed in at Local Office 10th Sept. 41 Port of Kobe
No. in Survey held at Kobe Date, First Survey 30/8/41 Last Survey 10/9/41
Reg. Book. 5648 on the Machinery of the Blockbuster Steel M/S "HEIAN MARU" (No. of Visits 3)

Gross 11616 Vessel built at Osaka By whom Osaka Iron Works Ltd. When 1930, 11 mo.
Net 6789 Engines made at Osaka By whom Osaka Iron Works Ltd. When 1930
Nominal Power 2190 NHP Boilers, when made (Main) (Donkey) 1930
Main Boilers 2 Owners Nippon Yusen Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)
Main Boilers 2 Managers (Tokyo) Voyage 1930

If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
In Donkey Boilers 120 lbs.

Last Report No. 11778 Port Kobe

Particulars of Examination and Repairs (if any) PART LMC (CS), DBS.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 detailed 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.

As a 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 thorough examination at this time? --

" " Donkey " " " " Yes

Was this not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

Also 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? --

State latest date of internal examination of each boiler September 1941. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? -- Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State date of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

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

NOW DONE:- The following parts opened up, examined and found or now placed in good condition:-

<u>PARTS NOW EXAMINED:-</u>	<u>Port</u>	<u>Starboard</u>
<u>Cylinders, pistons, valves, gears and covers.</u>	<u>No. 2</u>	<u>Nos. 4 & 5</u>
<u>Connecting rods and top ends.</u>	<u>No. 2</u>	<u>No. 6</u>
<u>Bottom ends.</u>	<u>No. 1</u>	<u>No. 3</u>
<u>Crankshaft Journals</u>	<u>Nos. 9 & 10</u>	<u>Nos. 3 & 4</u>
<u>Thrust Shafts</u>	<u>Complete</u>	<u>Complete</u>
<u>Intermediate Shafts</u>	<u>Complete</u>	<u>Complete.</u>

(Continued)

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this

(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, B.S. 9, 11, B.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

vessel are in good condition and eligible in our opinion to be continued as classed,

L.M.C. (C.S.) 11, 39. be retained with fresh under date when the Survey has been further advanced D.B.S. 9, 41 when the starboard Donkey Boiler has been examined and its safety valves adjusted under steam.

Survey Fee (per Section 29) Yen: 140.00 Fees applied for 10/9 1941

Special Damage or Repair Fee (if any) X Received by me, 19

Travelling expenses (if chargeable) X 19

Committee's Minute TUE. 16 DEC 1941 FRI. 15 MAY 1942

Assigned C. J. S. 41 OMIT CLASS ON RE-PRINT.

A. A. Ima & K. Pandaya
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

009182 - 009191 - 0003 1/2

Auxiliaries:-

No.2 (port forward) Auxiliary Oil Engine - All parts complete with compressor.

Pumps:-

No.2 (S.Inboard) jacket cooling water pump.

No.2 (Outboard) jacket cooling water pump for Auxiliary Engine.

No.4 (P.Outboard) Lubricating Oil pump.

No.1 (Steam driven) fuel oil unit pump for donkey boiler.

No.2 (Outboard) feed water pump for donkey boiler.

Main bilge pump.

The Port Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

To Complete D.B.S.:- Starboard donkey boiler to be examined and its safety valves to be adjusted under steam.

Repairs due to Wear and Tear:-

Port Main Engine No.7 top and bottom pistons renewed due to excessive wear in grooves.

Starboard Main Engine No.5 cylinder liners renewed due to excessive wear.

Other minor repairs and adjustments carried out. *N.A.*

-----0-----



© 2021

Lloyd's Register
Foundation

J.P. & Chandra

It is submitted that
this vessel is eligible for
THE RECORD. DRS 34/
will be eligible for DRS 941 when
stamp book examined.

GA
15/12/41