

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

(Received at London Office 20 DEC 1954)

Date of writing Report 7th Dec., 1954. When handed in at Local Office DEC 11 1954 19 Port of KOBE

No. in Survey held at Tamano Date, First Survey 24th Nov. Last Survey 27th Nov. 1954. (No. of Visits 2)

185(s) on the Machinery of the Wood Iron or Steel M.V. "HOEISAN MARU"

Gross 6900 Net 3900 Vessel built at Tamano By whom Mitsui S.B. & E. Co., Ltd. When

Engines made at " By whom " When (Donkey)

Boilers, when made (Main) Owners Mitsui Sempaku K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

Port Tokyo Voyage

If Surveyed Afloat or in Dry Dock Bo th Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Mitsui, Tamano

LMC(CS)

Main bearing

Class contemplated.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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?

Do. " Donkey " " "

If this was 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?

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? To what pressure were they afterwards adjusted under steam?

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

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

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

Is 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?

wear down in the stern bush 2 m/m

State the date of the survey

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

Now Done:- Vessel placed in drydock, propeller, after end of stern bush, and outside fastening of sea connection examined and found or now placed in good condition.

At the request of Owners attend on board for the examining and repairing of main engine No.9 main bearing.

Main engine No.9 main bearing scored, bottom half renewed.

On completion of repair mooring trial carried out and found satisfactory.

Interim Certificate No.B1-21183 issued, copy attached hereto.

General Observations, Opinion, and Recommendation:-

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

The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of +LMC(CS) with date when the survey has been completed.

Survey Fee (per Section 20) £10,000 Fees applied for DEC 11 1954

Special Damage or Repair Fee (if any) £ : : Received by me, J. Honohura

Travelling expenses (if chargeable) £ 1,200

TUESDAY 11 JAN 1955 19

Committee's Minute

Assigned See F.E. Rpt.

Lloyd's Register Foundation

01144 9-011460-0025

Decking &
C.S. Commenced

It is submitted that this
vessel is eligible to remain
as CLASSED.

gd. 3/1/55

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to shew through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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