

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
Boilers, when made (Main) (Donkey)
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 Both Mitsui, Tamano

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTERL. X for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Class contemplated.

Particulars of Examination and Repairs (if any) Main bearing repairs
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.

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 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?

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 the diameter of the shaft at the stern bush 2 m/m

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. BL-21183 issued, copy attached here to.

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 X 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) £ : :
Travelling expenses (if chargeable) £ 1,300 Received by me, J. Honohura
TUESDAY 11 JAN 1955 19 Engineer Surveyor to Lloyd's Register of Shipping.
Committee's Minute Assigned See F.E. Rpt.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



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 show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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