

Ship's Name ~~SS~~/MS "OCEANIA MARU"

Gross tons 8,906

Is there a rpt. 8? **Yes.** Port **Shimonoseki** Rpt. No. **2152**

No. of visits **2** First date **24-5-63** Last date **31-5-63**

Interim Cert. issued & copy herewith? **Yes.** Damage rpt. issued & copy herewith? **No.** Last rpt. (H.Q. only)

Date of completing rpt. **3-5-63** Surveyed at, if different from Port above

Is a rpt. 9B attached? **Yes.** MN **1700** Nature of survey **CSM & Mach. Alteration.**

Survey fees CS ¥90,000.-
Alteration ¥10,000

Damage fee *[Signature]*

Expenses ¥1,000

S.A. fee -

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods **No.6 Good.**
- 2 Valves & gears **No.6 Good.**
- 3 Con. rods, top ends & guides centre **No.6 Good.** Side
- 4 Crankpins & bearings centre **No.6 Good.** Side
- 5 Journals & bearings **Nos.7 & 8 Good.**

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods & top ends
- 8 Crankpins & bearings
- 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods
- 12 Con. rods & top ends
- 13 Crankpins & bearings
- 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 15 Casings, rotors, blading, bearings & thrusts
- 16 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers **Fw'd. Good.**

I recommend that the machinery of this ship remain as classed with ~~with~~ fresh record of **CSM (with date) upon Completion.**

(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

Minute

TUESDAY - 9 JUL 1963

As now

[Signature]
Surveyor to Lloyd's Register of Shipping

S. MATSUMOTO

ALSO FOR
SEL FOR
TRO
SRL
POSTING
HEADER
CERT



Lloyd's Register Foundation

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings	Nos. 1, 2, 5 & 6 tunnel bearings & Nos. 1 & 3 intermediate shaft Good.	
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		

36 Essential independent pumps
 Inboard S.W. cooling pump (ss), Fw'd. jacket cooling & piston cooling combined pump(ss), O.F. transfer pump(ss), Inboard feed pump(ss), Fw'd. L.O. pump(ps) Bilge pump(ps) All good.

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers (ps) Good.

41 Heaters (state service)

42 Feed water filters lower(ss) Good.

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices Fw'd. (ps) Good.

46 Independent air compressors coolers & safety devices Inboard (ps) Good.

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

Aft inboard main diesel generator engine (ps)

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear and tear repairs:-

At the request of the Owners, Main engine Nos. 2, 3 & 6 cylinder liners, and No. 5 & 6 piston crowns replaced with spare due to the excessively worn.

Marks on new cylinder liners & piston crowns are as follows:-

- No. 3 cyl. liner; LLOYD'S TEST NAG AI W.T.P. 7/90 KG/CM² 20-9-62/22-9-62
- No. 6 cyl. liner; LLOYD'S TEST NAG YK W.T.P. 7/90 KG/CM² 22-9-62/25-9-62
- No. 2 cyl. liner; LLOYD'S TEST NAG YK W.T.P. 7/90 KG 8-11-62
- No. 5 piston crown; LLOYD'S NAG NO.MS2006A SM 27-12-57 W.T.P. 12 KG MO 26-3-58
- No. 6 piston crown; LLOYD'S NAG NO.Y11077L W.T.P. 12 KG SM 27-12-57

Machinery alteration:-

At the request of the engine builder, the following modifications were carried out to main engine.

- 1) Exhaust valve operating cams replaced with new type to open valve before bottom dead centre 85° and close valve after bottom dead centre 55° to prevent back fire in scavenge manifold when cylinder liner worn. (Cont'd.)

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 to existing particulars in the Register Book should also be reported above.

pt. 9B

Ship's Name

Is there a rpt. 8?

No. of visits

Interim Cert. issued & copy herewith?

Date of completing rpt.

Is a rpt. 9A attached?

Survey fees

Propeller

Fastenings

Has screw/tube shaft been drawn?

Has shaft been changed?

Has shaft now ex

BOILERS OPENED

AUXILIARY, DONKEY

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

safety valves { Sat adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam smoke boxes been ex

Where conditions be retained, imposed, must be stated above

Date of Committee

