

Rpt. 9

Date of writing report. 4-2-1959.

Survey held at Hiroshima, Japan

Received London

No. of visits. 2

20 FEB 1959

Port SHIMONOSEKI.

First date 21-1-59

No. 928.

Last date 1st Feb., 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 92812 Name M.V. "OCEANIA MARU"

Gross tons 8906 Date of build 7-1958

Owners Mitsubishi Kaiun K.K.

Managers

Port of Registry Tokyo

Engines made By Mitsubishi Zosen

Type Oil Engine 2SA 6Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

No. of Donkey Boilers 1 W.P. 128 lb

Surveyed Afloat or in Dry Dock Dry dock

Nature of Survey Intermediate docking

Was Damage Report issued? No Int. Cert. Yes, (C-7262)

Last Report (For Head Office only) copy attached.

6428

Kob

Hull

100A1

Docking

7/58

Machinery

LMC

Engine

7/58

Boiler nd

7/58

Tailshaft CL

7/58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 1.4 mm Oil Glands - Sea Connections good

Fastenings good Has Screwshaft Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as now classed without fresh record of survey.

Date of Committee

TUESDAY 24 MAR 1959

Decision

As now

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements
AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	
b Exciters			
c Air Coolers		m Motors	
d Motors			
e Air Coolers		n Switchboards & Fittings	
f Control Gear, Cables, etc.		o Circuit Breakers	
g Insulation Resistance		p Cables	
h Insulating Oil Test		q Insulation Resistance	
i Overspeed Governors		r Steering Gear Generators and Motors	
j Magnetic Couplings		s Navigation Light Indicators	
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat. Spt.
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Minor repairs effected.
At this time No.4 deep tank divided into 4 tanks (see Kobe Surveyor's Report)
Fore side port & starboard tanks were modified to vegetable oil cargo tanks and heating coils were fitted to each tanks.
Exhaust steam for each heating coils were connected to Observation tank in engine room.

LEAVE THIS SPACE BLANK

Survey fees ... £10,000.-
Damage fee ...
Expenses... £500
Date when A/c rendered...