

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

(Received at London Office)

JUN - 8 1940

Date of writing Report 5th April, 1940. When handed in at Local Office 5th April, 1940. Port of **YOKOHAMA**

No. in Reg. Book. Survey held at **YOKOHAMA** Date, First Survey 6th March, Last Survey 28th March, 1940. 26252 on the Machinery of the ~~Wood, Iron or Steel~~ Sc.M.S. "HOYO MARU" (No. of Visits **Four**)

Tonnage { Gross 8692
Net 6042 } Vessel built at **YOKOHAMA** By whom **Mitsubishi Jukogyo K.K.** Year. Month. When **1936-11**

Nominal Horse Power { 1163 } Engines made at **YOKOHAMA** By whom **Mitsubishi Jukogyo K.K.** When **1936**

No. of Main Boilers **X** Boilers, when made (Main) **X** (Donkey) **1936**

No. of Donkey Boilers **2** Owners **Nippon Tanker K.K.** Owners' Address **X**
Steam Pressure in Main Boilers **X** Managers **X** (if not already recorded in Appendix to Register Book.)
in Donkey Boilers **163 lbs.** If Surveyed Afloat or in Dry Dock **Both** Port **Tokyo** Voyage **X**

Last Report No. Port

Particulars of Examination and Repairs (if any) **CS case DBS & TS**

(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 **X**

Was a damage report made by anyone else? If so, by whom? **X**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **X**

" " Donkey " " " " **Yes**

If this was not done, state for what reasons? **X**

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

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? **X**

State latest date of internal examination of each boiler **Port 13/3/40. Starbd. 6/3/40.** Present condition of funnel **Good**

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? **X** To what pressure were they afterwards adjusted under steam? **163 lbs.**

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

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

Did the Surveyor examine all the mountings of the Main Boilers? **X**, and of the Donkey Boilers? **Yes**

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

Has shaft now been changed? **X** If so, state reasons **X**

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

State date of examination of Screw Shaft **7/3/40** State the distance between lignum vitae ~~or packing~~ of stern bush and top of after bearing of screw shaft **rewooded**

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

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done **CS case will be forwarded at at every opportunity, stated by the Owners.**

Parts now examined.

Main engine. (Cylinders (counted from forward)

Nos. 2, 4 & 6 cylinders, pistons, valves, gears and covers, crosshead, guides, connecting rods, top & bottom ends. Crank pins and brasses, and crank shaft journals throughout.

Thrust and intermediate shafts. Main scavenge pump throughout.

Auxiliaries. Port and starboard side starting air receivers inside.

Port and starboard bilge pumps. P & S fresh water cooling pumps. Port and starboard sea water cooling pumps and lubricating oil pump. (All driven by main engine.)

2 Donkey boiler feed pumps. 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.&M.S. 9,11, L.M.C. 9,11, or X.L.M.C. 140 lb., F.D., &c.)

CS 3,34. vessel are in good condition and eligible in my opinion to be continued as classed with fresh record

of D.B.S. 3-40, and Tail Shaft (CL) seen 3-40, now and **L M C - C S** with date when the survey has been completed.

Survey Fee (per Section 29) **£ 165.00** Fees applied for **29-3-1940**

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

Travelling expenses (if chargeable) **£ 4.50**

Committee's Minute **TUE 25 JUN 1940**

Assigned **D.B.S. 3.40**

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now or critical.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 11-38		TMC 12-37
		DBS 12-38
		CL 10.37
Carrying Petroleum in bulk.		

SEE SPL. NOTE 2, P. 14 ON MACHINE CONTINUOUS SURVEY

M. K. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

C.S. advanced.
DBS due 12.39 held & lower
shaft examined.
2 pistons renewed.

It is submitted that
this vessel is eligible for
THE RECORD, DBS 340,
S. 7.40.

Handwritten initials and date:
21/6/40.

Rpt. 9a.

Port of **YOKOHAMA**

Continuation of Report No. **6886** dated 5th April, 1940, on the

Sc.M.S. "HOYO MARU".

Now done:- Vessel placed in dry dock, propeller stern bush, all sea cocks and valves with their shell fastenings examined and found in good order.

Tail shaft with continuous liner, examined and found in order.

Port and Starboard donkey boilers examined throughout with all mountings and found in good order. Safety valves for both boilers were adjusted under steam pressure to 163 lbs per square inch.

Repairs due to wear:-

2 piston crowns renewed.

Marks as thus:-

<u>E 2877-1</u>		<u>E 3002-2</u>	
: DROP TEST :	:	: DROP TEST :	:
: K.K. 19-10-39 :	:	: K.K. 28-12-39 :	:
: LLOYD'S TEST :	:	: LLOYD'S TEST :	:
: WTP 90Kg :	:	: WTP 90Kg :	:
: K.K. 14-3-40 :	:	: K.K. 14-3-40 :	:

Handwritten mark: M