

Rpt. 9

Date of writing report 4th Oct., 1958.

Received London

Port KOBE

No. 6113

Survey held at Kobe

No. of visits 8

First date 18th Sept., Last date 27th Sept., 1958

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 64315 Name M.V. "HONGKONG MARU" Gross tons 5223 Date of build 1939-8mo.

Owners Daiichi Kisen K.K. Managers Port of Registry Kobe

Engines made Kobe By Kawasaki Dockyard Co., Ltd. Type Oil Engine 2SA 8Cy. 520x900mm

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 with freeboard	+LMC Engine 12,56
SS Kob - 12,56	Boiler d. (Scotch) 5,58
DS - 5,58	nd(vert.) 12,56
	Tailshaft CL 8,57
	Steam pipe - 12,56

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 Propeller Good Wear Down of Stern Bushes 1.8 mm Oil Glands Sea Connections Good  
Fastenings Good Has Screwshaft been drawn? No 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 (2SA 8CY. OIL I.C.) PORT STERNBOARD

1 Cyls., Covers, Pistons & Rods Nos. 3 and 4 - Good  
2 Valves & Gears Nos. 3 and 4 - Good  
3 Connecting Rods, Top Ends & Guides Nos. 3 and 4 - Good  
4 Crankpins & Bearings Nos. 3 and 4 - Good  
5 Journals & Bearings Nos. 3 and 9 - Good

## 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 Good

25 HOLDING DOWN BOLTS & CHOCKS Nos. 6, 7 and 8 - Good

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 as now seen, is in efficient condition eligible in our opinion to remain as classed and have fresh record of DBS 9,58 now and CS(with date when the survey has been completed, subject to the Ballast pump water end being re-examined before the end of September, 1959.

Date of Committee TUESDAY - 4 NOV 1958  
Decision As now, subject

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

F.A. Macfarlane & R.D. Sutherst  
Engineer Surveyor to Lloyd's Register of Shipping

F.A. Macfarlane & R.D. Sutherst

008734-008742-0032



32 Essential Independent Pumps (Identify by position) Standby cooling - Good. Ballast - Good. † No.1 Upper oil burning - Good.  
No.1 forward feed pump.

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)  
No.1 Outboard - Good.

38 Independent Air Compressors, Coolers & Safety Devices 40 Auxiliary

39 Air Receivers & Safety devices—Main Forward—Good.

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery Good 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) No.1 Outboard - Good

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~AUXILIARY, DONKEY & PRESS~~ Vertical 19/9/58 (ER starb.ford)  
Cylindrical 19/9/58 (ER port ford)

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 142 lbs.  
Spt.

Boiler Securing Arrangements Good

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? Yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

#### 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)

Wear and Tear Repairs:- Ballast pump water and found somewhat corroded above and below pump chamber liners (duplex type). It is recommended that the Ballast pump water end be re-examined before the end of September 1959, in the meantime considered efficient.

Cylindrical Donkey Boiler:- Inboard C.C. crown plate and inboard C.C. wrapper plate built up by electric welding where corroded.  
Bottom manhole door flange built up by electric welding.  
Corrosion patches on both furnace sides built up by electric welding.  
One corrugation on each furnace side built up by electric welding (approx. 18" long).  
on fire side due to inaccessibility on water side the corrosion being on the furnace bottom.  
Minor repairs effected.

LEAVE THIS SPACE BLANK

Survey fees CS £40,000.-  
DBS 18,000.-  
Repairs 20,000.-

Damage fee ...  
Expenses... 4,000.-  
Special Attend. Fees 8,000.-

Date when A/c rendered OCT. - 6, 1958

