

Rpt. 9

Date of writing report 22nd May 1958

Received London 10 JUN 1958

Port YOKOHAMA

No. 2600

Survey held at Kawasaki

No. of visits 3

First date 21st May

Last date 25th May, 1958

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13842 Name M.V. "HONGKONG MARU"

Gross tons 5235 Date of build 8 - 1939

Owners Daichi Kisen K.K.

Managers

Port of Registry Kobe

Engines made 1956 By Kawasaki Dockyard Co., Ltd., Kobe

Type 2 SA 8 Cy. 520 x 900mm

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P. 142 1b

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dkg. DBS

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC
SS Kob. 12/56	NE 12/56
Dkg. 9/57	d 9/57
	ndb (Vert) 12/56
	CL 8/57 sps 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 Propellers good Wear Down of Stern Bushes 1.3mm Oil Glands Sea Connections

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 could be seen is in

efficient condition and eligible in our opinion to remain as now classed with fresh record of DBS 5,58.

Date of Committee TUESDAY - 1 JUL 1958

Decision DBS (R) 5,58

/ft

40m, 4,57. T. (MADE AND PRINTED IN ENGLAND-)

Noted for

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008734-008742-0038

If certificate is required state where to be sent



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)

ELECTRICAL EQUIPMENT			
PROPULSION	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
Port forward Donkey Boiler 24-5-58
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings 140 lbs
Safety Valves Adjusted to Sat.
Spt. Good
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps Funnel Good
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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?

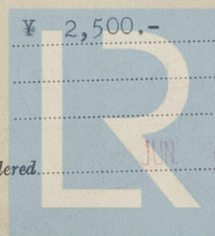
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

LEAVE THIS SPACE BLANK

Survey fees ... £ 10,000.-
Special attendance £ 8,000.-

Damage fee ...
Expenses... £ 2,500.-

Date when A/c rendered



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