

5 MAY 1960

Rpt. 9

Date of writing report 25th April, 1960
Survey held at Yokohama

Received London
No. of visits 4

Port YOKOHAMA No. 3230
First date 7th April 1960 Last date 15th April 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14786 S.S. Name "HOYO MARU" Gross tons 5402 Date of build 1 - 1937
Owners Taiheiyo Kaiun K.K. Managers - Port of Registry Tokyo
Engines made Gls By D. Rowan & Co., Ltd. Type T. 3 Cy. 22 1/2" 36" & 65" x 48"

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS: Comm. MBS
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 Al with freeboard carrying oil in D/Ta (p & s) FP above 150°F.	IMC ES 5/56
SS 4/57	M 5/59
Dkg. 5/59 NK	A 5/59
	CL 10/58 N
	Sps 4/57

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.

Yes Now

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Good Wear Down of Stern Bushes 2.6mm Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft 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 (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 surveyed is eligible, in my opinion, to remain as Classed with fresh record of MBS 4/60 when the survey is completed, subject to centre boiler not being steamed until repaired and surveyed.

Date of Committee TUESDAY 31 MAY 1960
Decision Deferred - Await Suez Hpt.



- 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	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 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 Centre + 8-4-1960 AUXILIARY, DONKEY or PRESS

P. & S:- 11-4-1960 - Both Good

Superheaters

Safety Valves P.C. & S. - Good

Mountings, Doors & Fastenings P.C. & S. - Good

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? No Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Not Applicable Funnel Efficient

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)

Main Boiler Survey:-
With reference to Circular No. 2144, since centre boiler is connected to Main Steam line, it is submitted that Entry in Col 7, Vol 1, Register of Ships be amended to read 3 SB 220 lb.

During survey of Centre boiler the following defects were noted.

All Combustion Chamber Girder Stays "necked", all Girders generally wasted at toes and clear of tube plate.

Tube plates wasted in way of boundary tubes (plain and stay) and knuckle of plates (upper halves) generally pitted.

Upper most rows of tubes (plain and stay) wasted at Combustion Chamber tube plate.

A number of Combustion Chamber screwed stays found to be "necked" and Chamber wrapper plate wasted in way.

Attention was drawn to Owner's Representative of necessity for further scaling in order that general condition of upper surfaces of Combustion Chamber wrapper and tube plates could be ascertained.

LEAVE THIS SPACE BLANK

Survey fees Comm: MBS ¥ 30,000.-

Damage fee ...

Expenses... ¥ 1,500.-

Date when A/c rendered APR 21 1960

Recommendations for necessary repairs were given but Owner's Representative stated that, owing to present financial standing of Company, no scaling or repairs would be effected.

In the circumstances it is submitted that vessel's class be continued, subject to Centre boiler not being used until repaired and surveyed.

An appropriate entry to be made in the Conditions of Class List.

With reference to Engine Special Survey, due 5/60, please see Yokohama Cable dated 11th April 1960 and London reply dated 12th April 1960.

N.B. On the 15th April 1960 we were informed by Owner's Representative that vessel was to be withdrawn from Class but to date, no official notification has been received from the Owners.

J. Winn