

Rpt. 9

Date of writing report 6th Jan., 1961

Survey held at Aioi

Received London

No. of visits 3

Port KOBE

First date 17th Dec.,

No 8571

Last date 24th Dec., 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 64489

XXX Name M.V.

"HOEI MARU"

Owners Nitto Shosen K.K.

Managers

Gross tons 20257 Date of build 10, 1957

Engines made Aioi

By

Harima Zosensho

Port of Registry Tokyo

No. of Main Engines 1 No. of Screws 1

Type Oil Engine 2SA 10Cy. 710 x 1550 mm

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1 wtdb W.P. 312 lbs

1 db W.P. 121 lbs

Surveyed Afloat or in Dry Dock Both

Nature of Survey CS

Was Damage Report issued? No Int. Cert.? Yes, BL-68025

Last Report (For Head Office only) copy attached.

Records of Survey & Special Notations as per Register Book

Hull

Machinery

*100A1
oil tanker

*LMC

Engine 10, 57

Boiler d 11, 59

Tailshaft CL 11, 59

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

4 mm

Oil Glands

None

Sea Connections Not Exd.

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 (Back Shaft or I.C.)

PORT

1 Cyls., Covers, Pistons & Rods

Nos. 4, 6 & 7 Good

2 Valves & Gears

Nos. 4, 6 & 7 Good

3 Connecting Rods, Top Ends & Guides

Side

Nos. 4, 6 & 7 Good

4 Crankpins & Bearings

Side

Nos. 4, 6 & 7 Good

5 Journals & Bearings

Nos. 1, 2, 5 & 6 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 Aft Good

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers Aft Good

16 SCAVENGE BLOWERS

17 SUPERCHARGERS Fw'd (No. 1) Good

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 Good

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS All oil fuel injection pumps Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS with date when the survey has been completed and that her Machinery Classification Record be continued in the Book.

THURSDAY 16 FEB 1961

Date of Committee

Decision

Defunct DBS (WT) as new

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)



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Engineer Surveyor to Lloyd's Register of Shipping

S. Matsumoto

012585-012590-0142

N.M.

32 Essential Independent Pumps (Identify by position) G.S. & butterworth pump(starb'd side), Fw'd feed pump(starb'd side), Evaporator feed pump(starb'd side), Heavy oil transfer pump(starb'd side), Aft main cooling S.W.pump(port side), Aft piston cooling F.W.pump(port side), Jacket cooling F.W.pump(port side), Outboard fuel valve cooling pump(port side), Inboard O.F.burning pump(port side), Aux. feed pump (starb'd side) All Good

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?

Fuel valve cooling Good

35 Fresh Water Coolers Aux. Eng. Good 36 Lub. Oil Coolers Port Good 37 Heaters (state service) Inboard O.F.heater for boiler(port side) Good

38 Independent Air Compressors, Coolers & Safety Devices Aft (starb'd side) Good 40 Auxiliary

39 Air Receivers & Safety devices—Main

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

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

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Forced draft fan (starb'd side) 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 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)

Damage:- Stated to have been caused by striking submerged object whilst passing through Malacca Strait.
One propeller blade found slightly bent in way of leading edge, the propeller blade now faired in place.

Wear and Tear Repairs:-

Main engine cylinder liner Nos.1,4 & 6 replaced by spare.

Marks on new cylinder liners are as follows:-

No.1	LLOYD'S TEST KOB	No.4	LLOYD'S TEST KOB	No.6	LLOYD'S TEST KOB
	W.T.P. 7 KG		W.T.P. 7 KG		W.T.P. 7 KG
	SM 15-12-60		SM 19-12-60		SM 15-12-60

LEAVE THIS SPACE BLANK

Survey fees CS 780.000.-

Damage fee

Expenses...

Date when A/c rendered

JAN 12 1961

Lloyd's Register Foundation