

Rpt. 9

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

Received London  
No. of visits 4

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

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14786 Name S.S. "HOYO MARU" Gross tons 5402 Date of build 1 - 1937  
Owners Taiheiyō Kaiun K.K. Managers - Port of Registry Tokyo  
Engines made Cls 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)

| 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.

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 & MANŒUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

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 Rpt.



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                        | PORT | STARBOARD | ELECTRICAL EQUIPMENT | AUXILIARY EQUIPMENT                         |
|-----------------------------------|------|-----------|----------------------|---|
| a Generators .....                |      |           |                      | 1 Generators & Governors .....              |
| b Exciters .....                  |      |           |                      |   |
| c Air Coolers .....               |      |           |                      | m Motors .....                              |
| d Motors .....                    |      |           |                      | n Switchboards & Fittings .....             |
| e Air Coolers .....               |      |           |                      | o Circuit Breakers .....                    |
| f Control Gear, Cables, etc. .... |      |           |                      | p Cables .....                              |
| g Insulation Resistance .....     |      |           |                      | q Insulation Resistance .....               |
| h Insulating Oil Test .....       |      |           |                      | r Steering Gear Generators and Motors ..... |
| i Overspeed Governors .....       |      |           |                      | s Navigation Light Indicators .....         |
| 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.

Cont'd.

Survey fees Comm: MBS ¥ 30,000.-

Damage fee ...

Expenses... ¥ 1,500.-

Date when A/c rendered

S.S. "HOYO MARU" YOKOHAMA, (No.2)

Rpt. No. 3230

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*

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