Rpt. 9.

No. 11823

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office - 7 AUG 1941)

Date of writing Report 13th June 1941 When handed in at Local Office 13th June 1941 Port of Kobe

No. in Reg. Book. 84995 Survey held at Tama Date, First Survey 5/5/41 Last Survey 31/5/1941 (No. of Visits 4)

on the Machinery of the ~~Hxxxxxxxxxx~~ Steel S/S "TONEGAWA MARU"

Tonnage { Gross 4998 Net 3565

Nominal Horse Power 458 NHP

No. of Main Boilers 3SB

No. of Donkey Boilers --

Steam Pressure — Main Boilers 180 lbs

Donkey Boilers --

Vessel built at Dumbarton By whom A. McMillan & Son Ltd. When 1913, 8 mo.

Engines made at ~~Dumbarton~~ Glasgow By whom ~~A. McMillan & Son Ltd.~~ D. Rowan & Co. Ld. When 1913.

Boilers, when made (Main) 1913 (Donkey) --

Owners Matsuoka Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Hutyu Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Tama Dock.

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Letters assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 3,40.		✠LMC 3.40. TS(CL) 3,40
ssTama No.3-3,40.		

Insert Character of Ship and Machinery precisely as in the Register Book

Particulars of Examination and Repairs (if any) LMC, TS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. --

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined --

Was a damage report made by anyone else? If so, by whom? --

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " --

If this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

To what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

State latest date of internal examination of each boiler May 1941 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- , and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? --

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? Yes If so, state reasons See below.

Is the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State date of examination of Screw Shaft May 1941 State the distance between lignum vitæ ~~XXXXXXXXXX~~ of stern bush and top of after bearing of screw shaft Close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXXX~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

HOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

New tail shafts with continuous liner fitted.

Diameter of steel shaft - 395 m/m.

Thickness of brass liner - 20 m/m.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

(P.T.O.)

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

are in good condition and eligible in my opinion to be continued as classed with fresh record of ✠LMC 5. 41. and Tail Shaft (CL) (N) fitted 5. 41

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) Yen :260.00

Special Damage or Repair Fee (if any) (per Section 29.) X :

Travelling expenses (if chargeable) (See Hull Report)

Fees applied for 9th Jun. '41

Received by me, 19

Y. Hamada

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 19 AUG 1941

Assigned tLmb 5.41

CERTIFICATE WRITTEN

© 2026 Lloyd's Register Foundation

007072-007072-0084/2

Port of Kobe *Continuation of Report No.* 1823 *dated* 13th June 1941 *on the* "TONEGAWA MARU"

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush whole round - rewooded.

Tail shaft drawn in due to excessive wear of stern bush wood and found brass sleeve was also worn too much.

Upon skimming up the tail shaft for re-bushing, a fracture was observed at the fillet of coupling flange, and condemned.

A new shaft with continuous brass liner now fitted.

Mark:-

:E 8311 C 1:
: LLOYD'S :
: No.5644 :
: 28-5-41 :
: [illegible] :

© 2020 Lloyd's Register Foundation

E & B. mainciad
Sc Shaft (cracked) Renewed

+ LLLC 54
N 54

DJ
15/8/41

© 2020
Lloyd's Register
Foundation