

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

(Received at London Office - 9 SEP 1941)

Date of writing Report 25th June 41 When handed in at Local Office 12th July 1941 Port of Kobe

No. in Reg. Book 84993 Survey held at Innoshima Date, First Survey 28/5/41 Last Survey 16/6/1941 (No. of Visits 3)

on the Machinery of the ~~Kobe Iron Works~~ Steel S/S "TONE MARU"

Tonnage { Gross 4070 Net 2514 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1920, 7 mo.

Nominal Horse Power 350 NHP Engines made at Tama By whom Mitsui Bussan Kaisha When 1920

No. of Main Boilers 2SB Boilers, when made (Main) 1920 (Donkey) -- Owners Tamai Syosen K.K. Owners' Address Port Kobe Voyage

No. of Donkey Boilers -- Managers If Surveyed Afloat or in Dry Dock Both (state name of Dock.) Innoshima Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and serially 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

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

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

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

Also 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 June 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? 200 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? Yes, 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? -- Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State date of examination of Screw Shaft -- State the distance between lignum vitae or resinous wood of stern bush and top of after bearing of screw shaft 5 m/m

Engine parts, when referred to by numbers, should be counted from forward. Is electric light 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.

NOW 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.

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 2 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.

REPAIRS DUE TO WEAR AND TEAR:- L.P. crosshead upper brasses - re-metalled.

All thrust collars skimmed up and all horse shoes ahead side - re-metalled. (continued)

General Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record of LMC 6, 41.

(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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

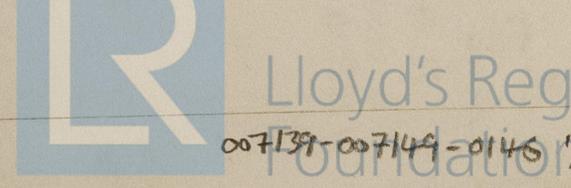
Survey Fee (per Section 29) Yen : 205.00 Fees applied for 23/6 1941

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 30/6/1941

Travelling expenses (if chargeable) (See Hull Report) £ : : FRI. 8 OCT 1941

Committee's Minute Assigned + LMC 6.41

N. A. ... Engineer Surveyor to Lloyd's Register of Shipping.



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

If so, to be sent to

Main feed and bilge plungers skimmed up, neck and gland bushes - renewed.
 Air pump barrel holed at bottom (dia. 1½") and suitable bronze patch fitted and found satisfactory.

Dynamo engine crank brass and both main bearings - renewed.

Centrifugal pump piston rod skimmed up, neck and gland bushes - renewed.

Ballast pump steam cylinders skimmed up and piston rings - renewed.

General service pump piston and bucket rings - renewed.

Main stop valve seat for starboard boiler - renewed.

Defective electric cable:- about 100 meters of armoured wire - renewed.

Other minor repairs and adjustments carried out. *NA*

*Pl. no 2 due 5.41 New-holds
 P.R. due 2.41 held
 Survey held on engine
 main repair spots
 It is submitted that
 this vessel is eligible for
 THE RECORD.*

+ have 6.41

*Jhas
 20.9.41*



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