

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

(Received at London Office 19 JUL 1941)

Date of writing Report 12/4/41. When handed in at Local Office 16th Apr. 1941. Port of Kobe.

No. in Reg. Book. Survey held at Tama. Date, First Survey 26/3/41 Last Survey 2/4/1941. (No. of Visits Two.)

85111 on the Machinery of the ~~Wood, Skinner~~ Steel S/S "TOYOKAWA MARU".

Tonnage { Gross 5124 Net 3707 Vessel built at Newcastle. By whom Wood, Skinner & Co. Ltd. When 1911.

Nominal Horse Power 516 NHP Engines made at Newcastle. By whom N.E. Marine & Eng. Co. When 1911.

No. of Main Boilers 3 SB Boilers, when made (Main) 1911. (Donkey) -- Owners Matjoka Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book.) Port Hutyu. Voyage

No. of Donkey Boilers -- Managers If Surveyed Afloat or in Dry Dock Both Tama Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and verbatim 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.

Where 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

Has 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?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler? March, 1941.

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? 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 the screw shaft now been drawn and examined? No 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 the shaft now been changed? -- If so, state reasons. --

Has the shaft now been 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? --

What is the date of examination of Screw Shaft? -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft. 1/8".

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

Has the Surveyor examined 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.

WORK 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, condenser, 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.

REPAIRS DUE TO WEAR AND TEAR:-
Minor repairs and adjustments carried out.

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. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

is in good condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 4, 41.

Survey Fee (per Section 29) Yen 240.00 Fees applied for 9/4/41.
Special Damage or Repair Fee (if any) -- --
Travelling expenses (if chargeable) (See Hull Report).

Committee's Minute TUE. 29 JUL 1941
Assigned L.M.C. 4. 41

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Value assigned by this Survey.	Machinery and Boiler Surveys (including date of N.E. if any)
100A1 3,40	LMC 3,40	TS(CL)N 3,40
<i>Large batteries not fitted.</i>		
ssKob. 2nd No. 3-4, 32.		
ssTama No. 2-40.		

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

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

Handwritten signature
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
007139. 007149-0174

BS due 3.41 held.
Machinery also examined.

It is submitted that
this vessel is eligible for
THE RECORD, LMC 4.41.

FY
28/7/41



© 2020

Lloyd's Register
Foundation