

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

(Received at London Office)

19 JUL 1941

Date of writing Report 30th April, 1941. When handed in at Local Office 30th April, 1941. Port of YOKOHAMA

No. in Reg. Book. Survey held at YOKOHAMA Date, First Survey 18th April Last Survey 24th April 1941.

(No. of Visits TWO)

85311 on the Machinery of the Wood, Iron or Steel T.S.S. "TURUGA MARU" Year. Month.

Tonnage Gross 6988 Vessel built at Nagasaki By whom Mitsubishi Dkyd & EWks. When 1916-6

Net 4284 Engines made at Nagasaki By whom Mitsubishi D & EWks. When 1916

Nominal Horse Power 680 Boilers, when made (Main) 1916 (Donkey) X

No. of Main Boilers 4SB Owners Nippon Yusen K.K. Owners' Address X

No. of Donkey Boilers X Managers X Port Tokyo Voyage X

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Dry Dk.

in Donkey Boilers X (State name of Dock.) M.J.K. Yokohama Dock.

Last Report No. 1045 Port YKa.

Particulars of Examination and Repairs (if any) Prop. Damage

(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 Yes. Accepted.

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

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

" " Donkey " " " X

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

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

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? , 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 bearing metal of stern bush and top of after bearing of screw shaft Is electric light and/or power fitted?

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

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.

Damage stated to have been caused by the propeller striking a buoy on the 16th March, 1941,

whilst lying at Rangoon.

Now done:- Damage on starboard propeller.

One brone blade marked "C" badly bent, torned and cracked, on both leading and following edges.

Max. length of crack 1'-0" - removed, faired and refitted on board as spare.

One bronze blade marked "F" slightly bent and cracked, at edge - faired in place and dressed off.

One bronze blade marked "A" slightly scored - faired in place and dressed off.

Guard ring damaged - removed, faired and refitted.

Zinc plates on boss missed - renewed.

All the removals or disturbed work for access to the damage repairs made in good order.

General Observations, Opinion, and Recommendation:-

(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

X L.M.C. 140 lb., F.D., &c.)

CS 2,34, For the information to the Committee.

Survey Fee (per Section 29) £ X : Fees applied for 24-4-1941

Special Damage or Repair Fee (if any) ¥ 50.00: Received by me,

(per Section 29.) ¥ 2.00: 19

Travelling expenses (if chargeable)

Committee's Minute TUE. 29 JUL 1941

Assigned As now

FRI. 12 JUN 1942

OMIT CLASS ON RE-PRINT

Lloyd's Register Foundation

007266-007275-0134

Propeller repaired after damage
from striking a buoy.

It is submitted that
this vessel is eligible to
remain as CLASSED.

L.H.
18/7/41.



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