

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

(Received at London Office APR 29 1941)

Date of writing Report 24th Feb. 1941. When handed in at Local Office 24th Feb. 1941. Port of **YOKOHAMA**

No. in Survey held at **YOKOHAMA** Date, First Survey 30th Jan. Last Survey 17th Feb. 1941.
5324 on the Machinery of the ~~Wood, Iron or~~ Steel T.Sc.S. "TUYAMA MARU" (No. of Visits Three)

Tonnage } Gross 6963
 } Net 4280 Vessel built at **Nagasaki** By whom **Mitsubishi Dkyd & Ewks.** When **1916-10**
 Engines made at **Nagasaki** By whom **Mitsubishi Dkyd & Ewks** When **1916**
 Nominal Horse Power 620 Boilers, when made (Main) 1916 (Donkey) **X**
 No. of Main Boilers 4SB Owners **Nippon Yusen K.K.** Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers **X** Managers **X** Port **Tokyo** Voyage **X**
 Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) **M.J.K. Yokohama Dock.**
 Donkey Boilers **X**

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

CHARACTER X for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 6-40		LMC 10-36
S.S. <i>Mika</i> 3-11, 28		BS 12-39
SSKbb. No. 2-36		TS (CL) 4-38
Fitted for oil fuel		9,23 F.P.
above 150 F.		
Adapted for carrying oil fuel		
11,28 F.P. above 150° F in D & E		
deep tanks.		

Latest Report No. Port Particulars of Examination and Repairs (if any) **LMC & TS**

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details 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 **X**

Is 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? **Yes**

Do the same for Donkey Boilers? **X**

If this was not done, state for what reasons? **X**

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

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? **X**

State the latest date of internal examination of each boiler **Nos. 1 & 2 - 6/2/41. Nos. 3 & 4 - 30/1/41** Present condition of funnel **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? **X** To what pressure were they afterwards adjusted under steam? **X**

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

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

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

Has the screw shaft now been drawn and examined? **Yes / P & S.** 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? **X**

Has the shaft now been changed? **X** If so, state reasons **X**

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

State the date of examination of Screw Shaft **6-2-41** State the distance between lignum vitae or P.M.C. of stern bush and top of after bearing of screw shaft **S. Close**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? **Yes (rewooded)**

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? **Yes**

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

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, P & S propellers, stern bushes, sea cocks and valves with

their shell fastenings, examined and found or now placed in good condition.

Port and starboard tail shafts with continuous liner 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 main steam pipes and a selected number of auxiliary steam pipes were examined and

tested by hydraulic pressure to 400 lbs. per square inch and found in good order.

Continued.

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

The vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of

LMC 2-41, and Port and starboard Tail Shafts (CL) seen 2-41.

Survey Fee (per Section 29) £ 315.00 Fees applied for 18-2-1941

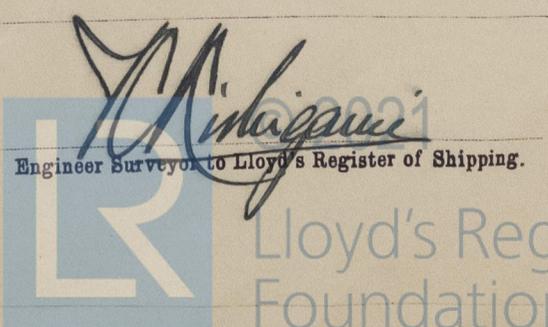
Special Damage or Repair Fee (if any) £ X

Travelling expenses (if chargeable) £ 4.00 Received by me, 25-2-1941

Committee's Minute TUE. 13 MAY 1941

Assigned + Lmb. 2.41

CERTIFICATE WRITTEN



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

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

T.S.S. "TUYAMA MARU".

Now done:- (continued)

The four (4) 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.

The oil fuel pumps, pipes and other connections examined and these installations tested under working condition and found in good order.

Dynamo engine, generator, switch board, switch gears, cables and fuses examined and electrically tested by Megger and found or now placed in good order.

Repairs due to wear and tear:-

Main engine S - MP, P - IP pistons jank rings and float rings faced up and adjusted.

59 plain smoke tubes for main boilers renewed and 6 stay tubes for ditto renewed.

270 pieces of leaky tubes for ditto excuted by expander.

31 small stay rivets and washers renewed.

Note:- The Owners' specially desired our fresh record of LMC with date of this time and opened up the whole machinery parts as complied with our Rules.

Interim Certificate issued - copy attached.

D.S. no 3 Dec 11. 40 Newheld on
machinery. Main repair &
adjustments carried out

It is submitted that
this vessel is eligible for
THE RECORD.

Thurs. 2.41

Bolt S. 2.41

Run

8.5.41



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