

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

(Received at London Office)

MAY -1 1941

Date of writing Report 30th Jan. 1941. When handed in at Local Office 30th Jan. 1941. Port of YOKOHAMA
 No. in Survey held at YOKOHAMA Date, First Survey 10th Jan. Last Survey 24th Jan. 1941.
 Book. 5098 on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "TOYAMA MARU" (No. of Visits Four)

Gross 7090 Vessel built at Nagasaki By whom Mitsubishi Dkyd & E Wks. When 1915-6
 Net 4386 Engines made at Nagasaki By whom Mitsubishi Dkyd & E Wks. When 1915
 Nominal 922 Boilers, when made (Main) 1915 (Donkey) XX
 se Power of Main Boilers 4SB Owners Ono Shoji Gomei Kaisha. Owners' Address X
 of Donkey Boilers X (if not already recorded in Appendix to Register Book.)
 m Pressure— Main Boilers 200 lbs Managers X Port Tokyo Voyage X
 Donkey Boilers X If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
 Main Boilers 200 lbs (State name of Dock.) M.J.K. Yokohama Dock. precisely as in Register Book & Supplements).

st Report No. Port

rticulars of Examination and Repairs (if any) Part I MC

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

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

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

" " Donkey " " " " X

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

Latest date of internal examination of each boiler Nos. 1 & 4 - 14/1/41 No. 2 - 18/1/41 Present condition of funnel(s) Good
 No. 3 - 10/1/41.

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

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

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

Screw shaft now been drawn and examined? XXX Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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

State of examination of Screw Shaft X State the distance between lignum vitae XXXXXX metal of stern bush and top of after bearing of screw shaft P&S 2

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

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

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

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

done:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings, examined and found in good condition.

P & S Turbines with single reduction gearing opened up for survey.

Turbine casings, rotors, rotor discs, blading & rotor shafting, thrust and tunnel shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The Four 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.

Continued.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are 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 R.L.M.C. 140 lb., F.D., &c.)

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

M.C. with date when the survey has been completed.

(per Section 29) £ 200.00 Fees applied for 25/1 1941
 Damage or Repair Fee (if any) £ X
 (per Section 29.)
 Expenses (if chargeable) £ 6.00 Received by me, 30/1 1941

Committee's Minute

ed

TUE. 20 MAY 1941

1.41

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007707-007713-0191 1/2

T.Sc.S. "TOYAMA MARU"

To complete the survey IMC:- The main and auxiliary steam pipes to be tested as per Rules, and all electric instalations to be examined and tested.

Auxiliary condenser injection valve box to be renewed.

Repairs due to wear and tear:-

Main condenser tubes 658 in numbers renewed.

2 stay tubes in No.1 main boiler, and one stay tube in No.4 main boiler renewed.

9 small stays and 26 nuts renewed.

Ballast pump sea valve chest renewed.

Steering engine crosshead brasses, crank and bearing brasses renewed.

Interim Certificate issued - copy attached.



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