

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.Sc.S. "TOYAMA MARU" (No. of Visits Four)

Age } 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
 Minimal 922 Boilers, when made (Main) 1915 (Donkey) EX
 se Power of Main Boilers 4SB Owners Ono Shoji Gomei Kaisha. Owners' Address X
 of Donkey Boilers X Managers X (if not already recorded in Appendix to Register Book.)
 Pressure Main Boilers 200 lbs Port Tokyo Voyage X
 Donkey Boilers X Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. Port
 rticulars of Examination and Repairs (if any) Part IMC

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 has offered his services for this purpose, and why they were declined X

Has 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 " " Donkey " " " " " X

Where 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 No. 3 - 10/1/41 Present condition of funnel Good

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

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

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

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

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

Has 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

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

Has 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

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

When 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 in good condition and eligible in my opinion to be continued as classed with fresh record of IMC with date when the survey has been completed.

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

(per Section 29) £ 200.00 Fees applied for 85+1 1941
 Damage or Repair Fee (if any) £ X
 Expenses (if chargeable) £ 6.00 Received by me, 30/1/1941

Committee's Minute TUE. 20 MAY 1941
B.S. 1.41

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

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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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