

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

(Received at London Office)

10 APR 1926

Date of writing Report 3/3/26 When handed in at Local Office 10 Port of KOBE.

No. in Survey held at Kobe. Date, First Survey 17/2/26. Last Survey 27/2/26, 19

5453 on the Machinery of the Wood, Iron or Steel SS "TOYAMA MARU" (No. of Visits Five.)

Gross Tonnage 7090 Net Tonnage 4386 Vessel built at Nagasaki By whom Mitsubishi Dock & E. Wks. When 1915 6mo.

Engines made at " By whom Mitsubishi Dock & E. Wks. When 1915 6mo.

Boilers, when made (Main) 1915 (Donkey) -

Owners Nippon Yusen Kaisha Port Tokio. Voyage -

Managers - If Surveyed Afloat or in Dry Dock both (State name of Dock.) Mitsubishi Dock.

Previous Report No. - Port -

Particulars of Examination and Repairs (if any) LMC. SRL.

Medical Surveys, when held, must be reported in detail and serially 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 ideas 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.

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 been 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? -

Where a thorough examination 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 204 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 Boiler? -

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

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

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 screw shaft now been changed? - If so, state reasons

Has the screw shaft now fitted new? - 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 distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P. 3/32" S. 3/16"

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Is the Survey DONE:-

Vessel placed in dry dock, P & S propellers, aft end of stern bushes, shell fastenings of connections examined and found in good condition.

P & S HP & LP turbines with single reduction gearing opened up for survey.

Turbine casings, rotors (all lifted) blading & rotor shafting, thrust & tunnel shafting, condensers, pumps and piping examined and found or now placed in good, safe, working condition.

The 4 Main Boilers were examined over all parts with doors, mountings & safety valves and found in good, safe, working condition. Safety valves adjusted under steam as stated above.

NOTE:- The sea cocks and valves were seen last September, and reported in Kobe Report No. 4997.

R. L.:- The Port LP Turbine has now been placed in good condition.

P.T.O.

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

The machinery and boilers of this vessel are in good, safe, working condition and eligible

in my opinion to be continued as classed with fresh record of * LMC 2-26.

Fee (per Section 25) £ 240:00 Fees applied for 27/2/26 1926

Damage or Repair Fee (if any) (per Section 25.) £ : : Received by me, 19

Printing Expenses (if chargeable) see Hull Rpt.

Committee's Minute TUES. 13 APR 1926

Signed + dated 2.26 Without spl. cond.

FRI. 6 AUG 1926 TUES. 17 AUG 1926 TUES. 15 FEB 1927 FRI. 27 AUG 1926

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007707 - 007713 - 5196

CERTIFICATE WRITTEN

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

Final report of Port IP turbine
expired blades made good rotor balanced.
Techniques of blades examined.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. + L. M. C. 2 ad without
Special instructions

[Signature]
12/4/26

REPAIRS DUE TO WEAR & TEAR:-

Port IP Turbine rotor and casing - 4th stage ahead, all four rows rebladed.
The Static balance of the rotor was afterwards tested and found good.
Also a few minor repairs and adjustments.

[Signature]



THE SUBSCRIPTIONS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.