

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

(Received at London Office)

-4 SEP 1941

Date of writing Report 12th June 1941 When handed in at Local Office 16th June 1941 Port of Kobe
No. in Reg. Book. 84967 Survey held at Tama Date, First Survey 3/6/41 Last Survey 7/6/1941
(No. of Visits)

on the Machinery of the ~~XXXXXX~~ Steel M/S "TOKYO MARU"

Gross Tonnage 6482 1/2 Net Tonnage 3860 1/4 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1936, 8 mo.

Nominal Horse Power 1231 NHP Engines made at Tama By whom Mitsui Bussan Kaisha When 1936

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1936
Owners Settu Syosen K. K. Owners' Address Osaka Port Osaka Voyage Voyage

No. of Donkey Boilers 1 Managers -- If Surveyed Afloat or in Dry Dock Afloat
in Main Boilers -- (State name of Dock.) Tama Dock.

in Donkey Boilers 100 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 11675 Port Kobe REPAIRS MACHINERY/AND PART LMC (CS).

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Was a damage report 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?

Do the same for Donkey Boilers? If not, state for what reasons? Not submitted for survey at this time.

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. 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 power fitted? Yes

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

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.

WORK DONE:- Main Engine: No.2 cylinder, piston, valves, gears and covers examined and found or now placed in good condition.

No.2 bottom cover was found fractured at the outside of jacket in way of the fuel valve pocket and now renewed.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is so far

(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, E.S. 0,11, B.S.M.S. 0,11, *L.M.C. 0,11, or *L.M.C. 120 lb., F.D., &c.)

is now examined in good condition, and eligible in my opinion that the Machinery Record be retained.

Survey Fee (per Section 29) Yen : 30.00 Fees applied for 9/6 1941

Special Damage or Repair Fee (if any) X Received by me, 19

Travelling expenses (if chargeable) Yen : 10.00

Committee's Minute TUE. 16 SEP 1941

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 JUN 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

100,11,37.-Transfer Ink. (MADE IN THE U.S.A.)

The Surveyors are requested not to write on this page.

Cracked & cover
renewed.

It is understood that
this signal is eligible to
remain as GLASHED.

GA
15/9/41



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