

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

No. 5440

15 DEC 1926

Date of writing Report 11/11/ 19 26 When handed in at Local Office 19 Port of Kobe.
 No. in Reg. Book. Survey held at Innoshima. Date, First Survey 29/10/26 Last Survey 5/11/ 1926.
85134. on the Machinery of the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "TOKU MARU" (No. of Visits Three.)
 Tonnage { Gross 4933
 Net 3121. Vessel built at Sunderland. By whom Sunderland S.B.Co., Ltd. When 1902 9 mo.
 Nominal Horse Power { 480 NHP Engines made at Newcastle. By whom N.E. Marine Eng. Co. When 1902
 No. of Main Boilers 3 SB. Boilers, when made (Main) 1902 (Donkey) 1902.
 Owners Tokai Kisen Kab. Kaisha. Owners' Address (If not already recorded in Appendix to Register Book).
 No. of Donkey Boilers 1 Managers Nisshin Kaiun Shokai. Port Dairen. Voyage
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers 150 lbs. (State name of Dock.) O.I.W. Innoshima (Habu).

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and serially 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 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? Yes

Do. " Donkey " " " " Yes

If this was not done, state for what reasons? --

And 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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 184 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 154 lbs.

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

, and of the Donkey Boiler? Yes

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? Yes

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 --

Is the 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? --

State the distance between lignum vitae ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft? 1"

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces and

rods, condenser, pumps and piping examined and found or now placed in good safe working condition.

Copper steam and feed pipes annealed, water tested and found or now placed in good condition.

The 3 Main and Donkey Boilers were examined overall parts with doors, mountings and safety valves and all found or now placed in good safe working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

L.P. Cylinder Cover --renewed.

H.P. Valve chest liners --bored out and new packing rings fitted to Piston valve.

General Observations, Opinion, and Recommendation:--

P.T.O.

(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.M.C. 9, 11, 140 lb., E.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 11, 26.

Survey Fee (per Section 28) Yen 225:00

Special Damage or Repair Fee (if any) --

Travelling Expenses (if chargeable) --

(See Full Report).

Committee's Minute

Assigned + Lmb 11. 26

Fees applied for 10/11/26

Received by me, 19

TUES. 21 DEC 1926

TUES. 17 MAY 1927
TUES. 27 MAR 1928

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

2 flanges of main copper steam pipes--renewed.

Boiler Repairs:-

Lower part of 6 goose necks of furnaces viz. Port and Starboard centre furnaces of Port, Centre and Starboard Main Boilers, -- cropped and grooved parts on water side renewed 24" to 30" radial length by O.A. gas welding and riveting.

Port and Centre Main Boilers--back end plate where grooved under Centre bottom manhole --cropped and defective part about 3'-0" long radially renewed by O.A. gas welding and riveting.

Centre and Starboard Main Boilers--back end plate where grooved at flanging to shell veed out from outside and Electric welded--

-- centre boiler 30" long in way of Port side bottom manhole.

Starboard boiler 14" long in way of Port side bottom manhole

and 12" long under centre bottom manhole.

Port Boiler:-

Port centre C.C. back plate -cropped on Starboard side at flanging to side plate and part renewed 30" long x about 8" wide.

Starboard centre C.C. tube plate --cropped on Starboard side at flanging between furnace and side plate and part renewed 18" long.

Centre Main Boiler:- in way of Starboard centre furnace mouth and

Donkey Boiler:- in way of centre furnace mouth

front plate where grooved under the above furnaces cropped about 3'-0" long radially and defective parts renewed.

The furnace mouths were cropped to effect repairs and part renewed.

All above repairs were effected by O.A. gas welding and riveting

-- 14 Screw stays --wasted or broken,---renewed.

viz. Port Main Boiler 11.

Centre Boiler. 2.

Starboard Boiler 1.

Redy

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*L.H. 103 due 2.27 held. Some repairs
effected to engine & considerable repairs
effected to boiler*

*It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 11.26*

*L.H.
17/12/26.*



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