

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

No. 10516.

MAR 11 1938

Date of writing Report 18/2/38 When handed in at Local Office 22/2/38 Port of Kobe.  
 No. in Survey held at Harima. Date, First Survey 17/1/38 Last Survey 5/2/1938.  
 Reg. Book. 40323 on the Machinery of the Woods Iron or Steel S/S "TOZAN MARU". (No. of Visits Three.)  
 Tonnage Gross 4709 Vessel built at Sunderland. By whom J. L. Thompson & Sons, Ltd. When 1914 2mo.  
 Net 3363 Engines made at Sunderland. By whom J. Dickinson & Sons, Ltd. When 1914  
 Nominal Horse Power 455 NHP Boilers, when made (Main) 1914 (Donkey) 1914.  
 No. of Main Boilers 3 BS Owners Kabushiki Kaisha, Okada-gumi. Owners' Address 27, Izuo-matsuno-cho, Taisho-ku,  
 No. of Donkey Boilers 1 Managers Osaka (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lbs. Port Osaka Voyage Osaka.  
 in Donkey Boilers 120 lbs. If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Harima Dock.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC & TS

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.

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

as 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

" " Donkey " " " "

this was not done, state for what reasons? See below.

Did what parts of the Boilers could not be thus thoroughly examined? --

so 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

21st January, 1938.

Present condition of funnel(s)

Good

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

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

See below.

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 Boilers?

--

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?

--

Is a screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

No

Is a shaft now been changed? Yes If so, state reasons

See below.

Is the shaft now fitted been previously used?

No

Has it a continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

No.

State date of examination of Screw Shaft

21/1/38

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft

Close fit.

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

Is electric light and power fitted?

Yes.

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

Complete.

W DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found in good condition.

Tail shaft with continuous liner examined and now renewed. See below.

All cylinders, pistons, valves, chests, and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to twice the working pressure and found sound and tight.

Dynamo opened up, examined and found in order. Electric leads and switchboard fittings examined and megger test carried out with good results. Installation tried under working conditions and found satisfactory.

The three 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.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel

(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, & L.M.C. 9, 11, or CS 3, 3A, 140 lb., E.D., &c.)

is in good condition and eligible, in my opinion, to be continued as classed with fresh record of LC 2, 38 and New Tail Shaft (CL) fitted 1, 38.

Survey Fee (per Section 29) Yen 280.00

Additional Damage or Repair Fee (if any) -

Other expenses (if chargeable) (See Hull Report).

Committee's Minute FRI 25 MAR 1938

Signed + dmb. 2.38

CERTIFICATE WRITTEN

Fees applied for

9/2/38

Received by me,

19

C. Macpherson

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

W531-0297/2

MAR 11 1938

Port of

Kobe.

Continuation of Report No. 10516 dated 18/2/39

on the "TOZAN MARU".

NOTE:- The Donkey boiler has now removed from the vessel.

REPAIRS DUE TO WEAR AND TEAR:-

Tail shaft (CL) renewed with spare by Owners' will. Marked:-

:	LLOYD'S	:
:	7811	:
:	J.D.	:
:	7/3/35	:

Stern bush re-wooded whole round.

H.P., M.P. & L.P. piston rings renewed.

All tubes of main condenser drawn out, cleaned, refitted and tested for the leakage and found satisfactory.

Weir's feed pump steam piston rings renewed.

About 500 feet electric cables renewed.

Centre and port wing furnaces of No.3 Boiler and both wing furnaces of No.2 Boiler jacked up fair.



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W531-0297 1/2

No 3 held  
Donkey Boiler taken ashore.  
4 Furnaces fired.  
Screw shaft changed

at is submitted (1881)  
this record is kept for  
THE RECORD.

HM 2-38  
SN 1-38.

Selute D.D. Pressure

27A  
22/3/38



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