

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

(Received at London Office MON. 24 JAN. 1921)

Date of writing Report 28-12-20 When handed in at Local Office 10 Port of Yokohama

No. in Reg. Book. 74374 Survey held at Yokohama Date, First Survey 22-12-20 Last Survey 22-12-1920 (No. of Visits)

on the Machinery of the Wood, Iron or Steel S.S. Tokuyo Maru Master

Tonnage { Gross 5450 Net 3300 Vessel built at Tsurumi By whom Asano S.B. Co. When 1920 11

Registered Horse Power 503 Engines made at Tokio By whom Shikawajima S.B. Co. When 1920

No. of Main Boilers 3 Boilers, when made (Main) Kanagaki 1920 (Donkey)

No. of Donkey Boilers 1 Owners Toyo Kisen Kaisha Port Yokohama Voyage

Pressure Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Donkey Boilers

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

CHARACTER, Date of last Survey and of Periodical Surveys.	Years and Months since last Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>For Particulars see +100A1-11-20</u>		<u>+LMC</u>
<u>Report no 2745</u>		<u>11-20</u>

Report No. 2745 Port YKA

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature of the damage, if any, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If any part of the 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? 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 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? , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?

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

Completion of Fitting of Fuel oil installation (see Yokohama Report no 2745).

WORK DONE All oil heaters, pipes etc examined and tested

Cross connection between Oil and Fresh water system blanked.

Oil suction valves and steam connections to fuel installation controlled from Deck.

Installation now completed as per section 29 of Rules.

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, E.&M.S. 9,11, or E.M.C. 9,11, 140 lb., F.P., &c.

The machinery of this vessel is eligible to remain as now classed with fresh record of Fitted for Oil Fuel 12-20 F.P. above 150° F.

Fee (per Section 28) Y 40.00

Damage or Repair Fee (if any) (per Section 28.) £

Welling Expenses (if chargeable) £

Fees applied for 22-12-1920

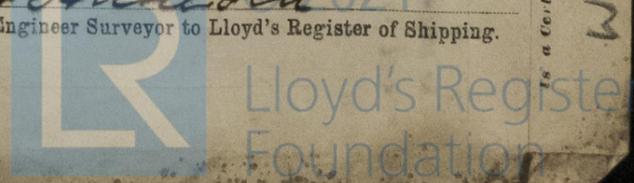
Received by me, 24-12-1920 HC

H. B. Archbold 2021  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 JAN. 1921

Assigned As now fitted for oil fuel 12-20 F.P. above 150° F.

W 717 0076



Installation for burning Oil Fuel completed

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 to  
remain as CLASSED.**

Fitted for oil Fuel 12.20 #Barrel  
150° F to be noted

JJ  
26/1/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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