

3 JUL 1965

Ship's Name ~~SS/MS~~ "TOSA BAY" LR 536551

Gross tons	5,217	Port of Registry	Hong Kong	Port	Shimonoseki
Date of build	1-1940	Is there a rpt. 8?	Yes	Rpt. No.	2503
No. of visits	5	First date	11-5-65	Last date	23-5-65
Interim Cert. issued & copy herewith?	Yes	Damage rpt. issued & copy herewith?	No	Last rpt. (H.Q. only)	Kob 14536
Date of completing rpt.	28-5-65	Surveyed at, if different from Port above	-		
Is a rpt. 9A attached?	No	MN (458)	Nature of survey	MBS	
Survey fees		Damage fee	-	Expenses	£2-12- 0
MBS	£46- 4- 0				

S.A. fee £8-0-0 (RH)

## DOCKING

Propeller	Good	Sea connections	Oil gland	-
Fastenings	Good		Wear down of stern bush (if relined, state clearance before and after)	3.25 mm
Has screw/tube shaft been drawn?	No		Date of examn.	
Has shaft been changed?		Has shaft now fitted been previously used?		

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

## BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS	(State if oil fired—OF or exhaust gas—EG)	MAIN	P. & S.	12-5-65
			C.	11-5-65
Air heaters		P. & S.	Good	
<del>Superheaters</del>				
Safety valves		P. S. & C.	Good	
Mountings, doors and fastenings		P. S. & C.	Good	
Safety valves { Sat adjusted to { Spt		P. S. & C.	220 p.s.i	
Boiler securing arrangements		P. S. & C.	Good	
Main economisers	-	Exhaust gas heated economisers and their safety valves	-	
Steam heated steam generators	-	Steam generator safety valves adjusted to	-	
Forced circulating pumps	-	Funnel	Good	
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	-	Were oil burning system & remote controls examined in accordance with rules?	Yes	Good

We ~~do~~ recommend that the machinery of this ship remain as classed with ~~with~~ fresh record of MBS 5.65 subject to any outstanding condition of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

MONDAY 16 AUG 1965

Minute

As now

MBS 5.65

R.Hashiguchi &amp; A.Murao

Surveyors to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

NOTED BY

CESR

SRL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
Control gear		o Circuit breakers	
f cables, etc.		p Cables	
Insulation		q Insulation resistance	
g resistance		r Steering gear generators & motors	
Insulating		s Navigation light indicators	
h oil test			
Overspeed			
i governors			
Magnetic			
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear & tear repairs:-

(TUBE)

Prior to replacement of plain tubes, selected numbers of ships stocks material tested and the result found the undermentioned and to be satisfactory.

CHEMICAL ANALYSIS : Phosphor 0.013 %  
Sulpher 0.032 %

TENSILE STRENGTH : 42.0 to 43.3 kg/mm<sup>2</sup> in full section

ELONGATION : 20.0 to 26.5 %

EXPANDING & FLATTENING : Good

The following plain & stay tubes now replaced by ships spares on account of wastage, hard scale formation and leaking.

P. Boiler ; Plain tube 84 pcs in total, stay tube 14 pcs in total  
S. " ; " " 59 " " , " " 8 " "

(PORT BOILER)

Centre corrugated furnace found cracked approximately 100mm long in way of bottom and one-third from furnace front, now cut off, welded and ground smooth.

Feed internal pipe found cracked and wasted, now renewed.

Salinometer cock found frozen up now, made workable.

Rear end plate found grooved approximately 630 mm in way of the flanging lower part, now cut out grooving, welded from inside, back chipped, welded from outside, ground smooth and dye-penetration tested with the satisfaction.

(Cont'd.)

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

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Port Shimonoseki Rpt. No. 2503

(STARBOARD BOILER)

Bottom blow off valves seating found leaking, now re-joined.

Feed internal pipe found cracked now, cropped and part renewed.

Rear end plate and front end plate found grooved approximately 520 mm and 750 mm long in way of the lower flanging radii and also front end plate flanging grooved in way of radius to combustion chamber found grooved. Now dealt with by the same manner as Port boiler.

(CENTRE BOILER)

Two washer plates on girder stay in way of port combustion chamber found to be slack, now reconditioned.

On completion of repair works, Port & starboard main boilers hydraulically tested and found satisfactory.

