

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

(Received at London Office)

Date of writing Report 16th May, 1941. When handed in at Local Office 16th May, 1941. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 16th April Last Survey 9th May, 1941.
(No. of Visits Three)

5110 on the Machinery of the Wood, Iron or Steel T.S.S. "TOYOHASHI MARU" Year. Month.

Gross 7031 Vessel built at Kobe By whom Kawasaki Dkyd Co. Id. When 1915-3
Net 4343 Engines made at Kobe By whom Kawasaki Dkyd Co. Id. When 1915

628 Boilers, when made (Main) 1915- (Donkey) X
of Main Boilers 4 Owners Nippon Yusen K.K. Owners' Address X
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers X Managers X Port Tokyo Voyage X
Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both

Donkey Boilers X (State name of Dock.) M.J.K. Yokohama Dock.

Last Report No. 1645 Port Pld

Particulars of Examination and Repairs (if any) BS & part Mch. 100A1 2-40
IMC 2-39
BS 3-40
ssYka. 2nd No. 3-2, 39 TS(CI) 2-40

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 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.

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 X

as a damage report made by anyone else? If so, by whom? X

did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " X

this was not done, state for what reasons? X

and what parts of the Boilers could not be thus thoroughly examined? X

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? X

state latest date of internal examination of each boiler Nos. 1 & 4 - 16/4/41. Nos. 2 & 3 - 24/4/41 Present condition of funnel Good

did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? X

did the Surveyor examine the drain plugs of the Main Boilers? X , and of the Donkey Boilers? X

did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? X

as screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

as shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

as the shaft now fitted been previously used? X Has it a continuous liner? X the shaft to permit of it being efficiently lubricated? X

state date of examination of Screw Shaft 2-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P & S close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

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, p & s propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

The Four (4) 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.

Main engine all cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, air pumps, circulating pumps, weir's feed pumps and bilge pump opened up by the Engineer examined as far as practicable and found in good order.

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. 0,11, B.M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of BS 5-41.

Survey Fee (per Section 29) £ 180.00 Fees applied for 12-5- 1941

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

Travelling expenses (if chargeable) £ 5.00

Committee's Minute FRI. 25 JUL 1941

Assigned BS 5-41

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
007266-007275-0152

PS held

BP 541

USA
22/7/41

X



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