

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

22 FEB 1954

(Received at London Office)

8th Feb.

54

FEB. 12, 1954

Port of

YOKOHAMA

Survey held at YOKOHAMA

Date.

First Survey

4th Feb.

Last Survey

6th Feb.

19 54

(No. of Visits 2)

on the Machinery of the ~~Wdckh/Whh/Dr~~ Steel M.V. "TOKYO MARU"

ROSS 6574

Vessel built at YOKOHAMA

By whom

Higashi Nippon Jukogyo K.K.

When

Year.

Month.

1952

2

3766

Engines made at Yokohama

By whom

Higashi Nippon Jukogyo K. K.

When

-

-

le 720

Boilers, when made (Main)

(Donkey)

-

Boilers

Owners Tokyo Sempaku K. K.

Owners' Address

-

(if not already recorded in Appendix to Register Book.)

Port

TOKYO

Voyage

-

Boilers

Managers

-

Boilers

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock.)

Yokohama Dock (No.3)

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

HULL

MACHINERY

✦ 100AI

9.53 Yka

✦ LMC 2.52

DBS 3.53

PART ELEC. WELDED

TS CL

OIL ENGINES

CONTINUOUS SURVEY.

R.M.C.(ED.)

Port of Examination and Repairs (if any)

Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

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.

Report made by anyone else? If so, by whom?

or personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

What reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Result of internal examination of each boiler.

Present condition of funnel(s) Good

or examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

or examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

or examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

or examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

or examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Shaft been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

3.25 mm

Is electric light and/or power fitted? Yes

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

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Continuous Survey

Docking:- Vessel placed in dry dock, the propeller, after end of stern bush and all sea connections with outside fastenings examined.

Engine:- Main Engine:-

No.6 cylinder, liner, cover, piston, valves and valve gears, connecting rod, and its top and end brasses, crosshead, guide, and crank pin examined.

Nos. 1 & 8 main bearings and journals.

No. 1 (fwd.) scavenging pump complete.

AUXILIARIES:-

The following opened up and examined

Stbd. Aux. Generator in its entirety.

Outbrd. L.O. Pump, complete.

P.T.O.

Observations, Opinion, and Recommendation:-

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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery of this vessel, so far as now seen, is in a good and efficient condition and eligible in my

to remain as now classed with fresh record of ✦ LMC CS (with date) when the Survey has been complete.

Section 23) £10,000.-

Fees applied for,

12/2/1954

Damage or Repair Fee (if any)

£

(per Section 23.)

Received by me,

Expenses (if chargeable)

£

1,000.-

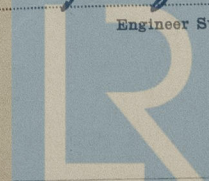
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Surveyor's Minute

TUESDAY 16 MAR 1954

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010089-010095-0200

Insert Character of Ship and Machinery precisely as in the Register Book

If a Certificate required? If so, to be sent to

Outbrd. S.W. & F.W. circulating pumps, complete.
G.S. Pump, complete.

All the above found or now placed in good condition.

The minor repairs effected at this time.

Interim Certificate issued - Copy attached.

Handwritten initials

Decky & Co. owned

It is submitted that this
vessel is eligible to remain
as CLASSED.

Long
11.3.58

*Not in Rule
2/54
See 2/54.*



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Foundation