Rpt. 9.

No. 1088

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

(Received at London Office 21 SEP 1953)

Date of writing Report 12th September 53 19 When handed in at Local Office SEP. 12 1953 19 Port of Yokohama

No in Reg. Book. 30030 95190 Survey held at Yokohama Date. First Survey 9th Sep. Last Survey 11th September 53 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel m.v. "TOKYO MARU"

Tonnage { Gross 6574 / Net 3766

MN As Per Rule 720

No. of Main Boilers -

S " " " -

o. of Donkey Boilers 1

team Pressure—

in Main Boilers -

in Donkey Boilers 100lbs.

Vessel built at Yokohama By whom Higashi Nippon Jukogyo K.K. When Year. 1952 Month. 2

Engines made at Yokohama By whom Higashi Nippon Jukogyo K.K. When -

Boilers, when made (Main) - (Donkey) -

Owners Tokyo Senpaku K.K. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers Port TOKYO Voyage

If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock.)

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

HULL	MACHINERY
✠ 100A1 3.53 ~~1.52~~	✠ LMC 2.52 TS CL DBS 3.53

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

OIL ENGINES CONTINUOUS SURVEY.

R.M.C.(ED.)

Last Report No. **Port**

Particulars of Examination and Repairs (if any) Docking, repairs

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 not required

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

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

" " Donkey " " " -

not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

at 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? -

te latest date of internal examination of each boiler - Present condition of funnel(s) -

d the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

d the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

d the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

s the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

s shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

n approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 3mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

he Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete for Docking.

Now Done :-

Docking :- Vessel placed in dry dock, the propeller, aft end of stern bush and the fastenings of the sea connections.

Repairs for Damage to Propeller stated due to contact with submerged object while discharging cargo (lumber) at Tokyo on the 2nd to 4th April 1953.

One (1) - propeller blade ("D") bent afterwards approx. 5" at the tip, approx. 14½" from the tip, and approx. 1" fracture at the tip, removed, faired , brazed and refitted.

neral 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, etc.)

The machinery of this vessel so far as now seen is in a good and efficient condition and eligible in my opinion to remain as now classed without fresh record of survey.

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

y Fee (per Section 23) £ : :

al Damage or Repair Fee (if any) (per Section 23.) £ ¥ : 5,000.-

lling expenses (if chargeable) £ ¥ : 600.-

Fees applied for, SEP. 12 1953

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

mittee's Minute (FRIDAY 9 - OCT 1953

igned Asnow

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