

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

(Received at London Office 12 MAR 1952)

Writing Report Jan. 16th 1951 When handed in at Local Office Port of KOBE

Survey held at Aioi, Japan. Date First Survey 24th Apr. Last Survey 15th Oct. 1951 (No. of Visits.....)

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "TONAN MARU" Ex "TONAN MARU NO. 3"

Gross 1920 Vessel built at Osaka, Japan. By whom Osaka Iron Works, Ltd., Osaka. When 1938 10

Net 1326 Engines made at Tokyo, Japan. By whom Ishikawajima Heavy Ind. When 1950 6

Boilers, when made (Main) (Donkey)

Main Boilers 4 Owners Nippon Suisan K.K. Owners' Address

Donkey Boilers Pressure 20 kg/cm² Managers Port Tokyo Voyage

Boilers If Surveyed Afloat or in Dry Dock Afloat and in drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port

Years of Examination and Repairs (if any) Re-classification Survey

Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Donkey " " " "

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

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?

Date of internal examination of each boiler 10-51 Present condition of funnels (s) good (Renewed)

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 20.5 kgs/cm²

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

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

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

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

Propeller shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft P & S 10-51 State the wear down in the shaft Re-wooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Done:- Vessel placed in drydock, propeller (renewed) and bushes, sea connections (renewed) and other fastenings (all renewed) examined and found in good condition. Port and Starbd Screw Shafts (C.L.) removed to shop examined or now placed in good condition.

Main Engines:- Port and Starbd Main Engines, renewed in their entirety, complete with main condensers (Please see Rpt. 4a attached hereto)

Thrust and intermediate shafts and their bearings examined and found or now placed in good condition. All pumps removed to shop opened up, cleaned and examined and found or now placed in good condition.

Boilers:- 2 Port and 2 Starbd Boilers renewed in their entirety, the safety valves adjusted as stated above. Oil burning installations completely renewed (please see Prt. 4c attached hereto). Electrical Installation:- Electrical Installations renewed in their entirety, (please see Rpt. 13 attached)

Donkey Boilers:- 14 Kverner Boilers and 4 Harman Boilers opened up drilled and tested by hydraulic pressure to twice the working pressure and found satisfactory.

Propellers:- Port Main Engine:- No. 2 intermediate shaft machined up, (new diameter) now examined and found satisfactory. Renewed propeller.

Observations, Opinion, and Recommendation:- P.T.O.

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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

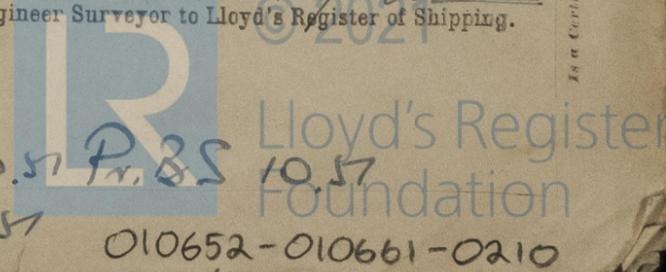
The Machinery of this vessel is in good condition and eligible in our opinion to be worthy for classification B.S. (New engines and boilers) 10.51 and with fresh record of Port & Starbd Screw Shafts (C.L.) seen 10.51 and Pr. B.S. 10.51. Main steam pipes 10.51 (renewed).

Fees (per Section 29) Repairs 58,460 Damage or Repair Fee (if any) 100,000 Material 50,000 Expenses (if chargeable) Received by me, 19

Signature of Engineer Surveyor to Lloyd's Register of Shipping

FRI. 25 APR 1952

Surveyor's Minute MBS 10.51 B.S. 10.51 NE & B 10.51 Pr. B.S. 10.51 Bolts 10.51 CERTIFICATE WRITTEN. msh 10.51



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

327 mm.

Starbd Main Engine:- No.2 intermediate shaft machined up(new diameter)now examined and found Renewed propeller.

Following pumps newly installed:-

2 main cooling water circulating pumps, 2 L.O. pumps, 2 air pumps, 3 feed pumps, 1 Aux.c circulating pump. 1 bilge and ballast pump. 1 bilge pump. 1 G.S. pump. 2 sanitary pumps water pumps. 3 feed oil pumps. 1 L.O. transfer pump, 1 motor driven fresh water pump. 1 pump for forward pump room, 1 ballast pump for forward pump room, 1 fresh water pump for pump room, 1 bilge pump for forward pump room.

Following pumps cleaned, examined or now fitted in good condition:-

8 oil transfer pumps, 2 sea water pumps, 2 shale oil pumps, 2 heavy oil pumps, 1 bilge pump forward pump room, 1 aux. feed pump, 1 distiller pump, 1 G.S. pump. 1 L.O. transfer pump, 1 condensate pump for aux. condenser.

Following Auxiliaries newly installed:- 2 aux. diesel engines (3 x 400 KW, 1 x 200 KW, (please -1 & 2 attached hereto)

1-25 HP air compressor and 1 emergency air compressor, 4 motor driven boiler fan engines, 3 oil purifiers, 3 motor driven ventilator fans, 1 Janney type steering engine, 2 main 2 feed heaters, 2 oil heaters, 6 evaporators, 2 aux air receivers.

Following auxiliaries cleaned, examined or now fitted in good condition:-

1 aux. condenser, 2 evaporators, 2 feed heaters for evaporator, 14 Kverner separators, 8 Kverner receivers, 4 Harman separators, 2 Hartman receivers. 4 ventilator fans for factory, 9 whale oil purifiers, 1 windlass.

On completion of this machinery, sea trials fuel oil equipments bilge and ballast extend and electrical installations tested in accordance with the Rules and found satisfactory.

Interim Certificate issued, copy attached hereto.



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