

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

(Received at London Office 17 DEC 1929)

Date of writing Report 26/11/29. When handed in at Local Office Nov 29<sup>th</sup> 1929. Port of Kobe.

No. in Reg. Book Survey held at Kobe. Date, First Survey 12/11/29 Last Survey 26/11/1929.

17225. on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "CELEBES MARU" (No. of Visits Four.)

Tonnage { Gross 5863 Net 4262 Vessel built at Kobe. By whom Kawasaki Dockyard Co.Ltd. When 1917 - 12mo.

Nominal Horse Power { 440 NHP Engines made at Kobe. By whom Kawasaki Dockyard Co.Ltd When 1917.

No. of Main Boilers 2 SB Boilers, when made (Main) 1917. Owners Osaka Shosen Kabushiki Kaisha. Owners' Address Osaka. Voyage Osaka.

No. of Donkey Boilers 1 SB Managers Osaka Shosen Kabushiki Kaisha. (if not already recorded in Appendix to Register Book).  
Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both Port Osaka. Voyage Osaka.

in Donkey Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Kawasaki Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and *seriatim* 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 details 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.

Where 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? --

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

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

Do. " AUXY. " " " " Yes

Where this was not done, state for what reasons? --

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

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? --

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 204 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 204 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the AUXY. Donkey Boiler? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the AUXY. Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has the shaft now been changed? -- If so, state reasons --

Has the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

What is the distance between bearing metal of stern bush and top of after bearing of screw shaft? 37/1000".

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

WORK DONE:- Vessel placed in dry dock, propellers, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings, examined and found in good condition.

All cylinders, pistons, valves and their faces and rods, crank, thrust and tunnel shafting, condenser, pumps and piping examined and found or now placed in good safe working condition.

The 2 Main Boilers with Superheaters, and Auxiliary Boiler were examined over all parts with doors, mountings and safe valves and all found or now placed in good safe working condition.

safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:- A few running repairs only.

GENERAL OBSERVATIONS, OPINION, AND RECOMMENDATION:- The machinery and boilers of this vessel

are in good safe working condition and eligible in my opinion to be continued as classed with fresh

word of \*LMC 11,29.

Survey Fee (per Section 25) Yes 225:00 Fees applied for 26/11/29

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

Rolling Expenses (if chargeable) (See Hull Report) \_\_\_\_\_

Committee's Minute TUE 31 DEC 1929

Signed + Lmb 11. 29

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005529-005536-0039

DATE WRITTEN

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

*S. M. 3 due 12. 29 - Held.*

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 11. 29.*

*(S)*  
*23/1/29*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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