

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

(Received at London Office)

12 NOV 1926

Date of writing Report 2/10/1926 When handed in at Local Office 19 Port of Kobe.

No. in Reg. Book. 66115 Survey held at Kobe. Date, First Survey 14/9/26 Last Survey 28/9/1926 (No. of Visits Three.)

on the Machinery of the ~~Wood~~ Iron or Steel SINGLE SCREW STEAMER "CELEBES MARU"

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

Nominal Horse Power { 440 NHP Boilers, when made (Main) 1917 (Donkey) 1917

No. of Main Boilers 2 SB Owners Osaka Shosen Kab. Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).
No. of Donkey Boilers 1 SB Managers Port ~~Xo~~ Osaka. Voyage

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

Last Report No. PortParticulars of Examination and Repairs (if any) IMC

(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.)

In 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

Was 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? YesDo. AUXY. Donkey Yes

If this was not done, state for what reasons?

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

Also 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? 205 lbs.Did the Surveyor examine the Safety Valves of AUXY. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 201 lbs.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the AUXY. Donkey Boiler? YesDid 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? YesHas screw shaft now been drawn and examined? -- 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 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? --State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 58/1000"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, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft (Approved type) sea cocks and valves with their shell fastenings examined and now placed in good condition.

Engines opened up for survey:

Crank, thrust and tunnel shafting, all cylinders, pistons, valves and their faces and rods, condenser, pumps and piping examined and now placed in good safe working condition.

The 2 Main and the Auxiliary Boilers were examined over all parts with doors, mountings, and safety valves and all now placed in good safe working condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

A number of small repairs effected.

General 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, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

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 record of *IMC 9-26.

Survey Fee (per Section 88) Yen 225:00Fees applied for 1/10/1926Special Damage or Repair Fee (if any) £ --:--: (per Section 88.)Travelling Expenses (if chargeable) £ --:--:Received by me, 19

(See Full Report)

Committee's Minute

TUES 23 NOV 1926

FRI. 30 DEC 1927

Assigned

+ L.M.C. 9:26

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005529-005536-0045

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

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

B. due 826 held. *Supra* *examined*

N.B. If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged 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 + due 9.26

(926)

926.
13/11/26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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