

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

(Received at London Office 10 DEC 1925)

of writing Report Nov. 13th 1925 When handed in at Local Office Port of KOBE.

Survey held at Kobe. Date, First Survey 13/10/25. Last Survey 30/10/25. 1925
(No. of Visits Eight.)

on the Machinery of the Wood, Iron or Steel Sts "TENYU MARU"

Gross 3752 Vessel built at Newcastle By whom R. Stephen & Co., Ltd., When 1905 8mo.
Net 2310

Engines made at Stockton. By whom Blair & Co., When 1905 8mo.

Boilers, when made (Main) 1905 (Donkey) -

Main Boilers 2 SB Owners Ono Shokai K.K. Owners' Address Harima Dockyard.

Managers - Port Dairen. Voyage -

Pressure in Boilers 165 lb. If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Harima Dockyard.

Report No. - Port -

Particulars of Examination and Repairs (if any) IMC, TS & SRL.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Donkey " " " " -

Where not done, state for what reasons? -

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? -

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 168 lbs.

Has the Surveyor examined the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has the Surveyor examined the drain plugs of the Main Boilers? -, and of the Donkey Boiler? -

Has the Surveyor examined all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has the shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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 been fitted new? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? -

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

RE:-

Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with shell fastenings, examined and now placed in good condition.

Tail shaft with continuous liner, examined and found in good condition.

Engines opened up for survey.

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

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

RE:-

No repairs to Donkey Boiler have been effected at this time.

P.T.O.

Observations, Opinion, and Recommendation:-

Early 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.&H.S. 9,11, or L.M.C. 9,11, or (b., 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 * LMC 10-25 and tail shaft (CL) 10-25, subject to the Donkey Boiler not being used.

Fees applied for 240:00 Received by me, 6/11/1925

Signature of Engineer Surveyor to Lloyd's Register of Shipping.

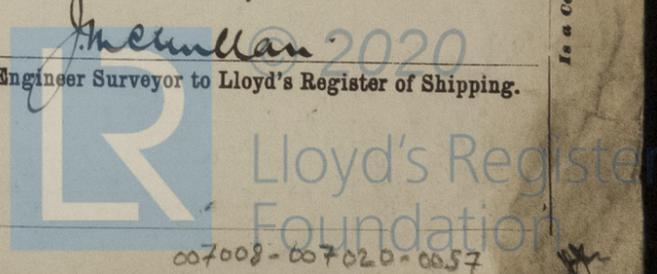
Signature of Surveyor: J. McMillan 2020

Date: FRI. 18 DEC 1925 TUES. 20 JUL 1925 TUES. 23 NOV 1925

CERTIFICATE WRITTEN Subject

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

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



REPAIRS DUE TO WEAR & TEAR:-

Bottom halves of all main bearings remetalled and refitted.
HP & LP crank brass remetalled and refitted.
3 tunnel bearings remetalled and refitted.
HP & IP crossheads bresses renewed.
HP crank pin faced up.
30 condenser tubes renewed.
HP & IP piston rings renewed.
HP slide rod skimmed up and rebushed.
Stern gland repaired.
Feed & Bilge pump rods rebushed.
Main & Auxly. check valves renewed.
Main steampipes tested to 350 lbs. hydrualic pressure.

PORT BOILER

Centre furnace

Combustion chamber back bottom has been cropped and a new piece fitted, rivetted and welded in place by the OA process.

33 screw stays renewed throughout the boiler.

STARBOARD BOILER

Port Furnace

Combustion chamber back, and port side in way, have been cropped and new pieces fitted, riveted and welded in place by the OA process.

13 screw stays renewed throughout the boiler.

A number of small cracks found in the welding of a previous repair to the furnaces have been cut out and the welding renewed.

61 plain tubes renewed in both boilers.

8 stay tubes renewed in both boilers.

On the completion of the repairs the boilers were tested by hydraulic pressure to 210 lbs. and found satisfactory.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*BL due 9. 25 now held
& machinery surveyed.*

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 10. 25.
S 10. 25. Subject to the DB
nothing more.*

*JWD
11/10/25*

man