

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

(Received at London Office JAN 5 1939)

Date of writing Report 12th Dec. 1938 When handed in at Local Office 12th Dec. 1938 Port of SHIMONOSEKI.

No. in Survey held at NAGASAKI Date, First Survey and Last Survey 1st Dec. 1938  
(No. of Visits 1)

LD17 on the Machinery of the ~~STEEL~~ Steel Single Screw "TENRYO MARU".

Displacement (Gross 2194) Vessel built at Nagasaki By whom Kawaminami Kogyo K.K. When 1938 5mo  
(Net 1158) Engines made at Nagasaki By whom Koyagisima Zosenso When 1938

Indicated Horse Power 294 Boilers, when made (Main) 1938 (Donkey) /

No. of Main Boilers 2 Owners Kawaminami Kogyo K.K. Owners' Address /  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers / Port Osaka Voyage /

Working Pressure of Main Boilers 199 lbs If Surveyed Afloat or in Dry Dock Drydock  
(State name of Dock.) Koyagisima Dock.

No. of Donkey Boilers / Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. / Port / Int. Docking.

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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

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?

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

If 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?

State latest date of internal examination of each boiler

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

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

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

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

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

Has 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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 mm

Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward.

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

Now Done:- Vessel placed in dry dock, propeller, aft end of stern bush and shell fastenings of sea connections, examined and found in good condition.

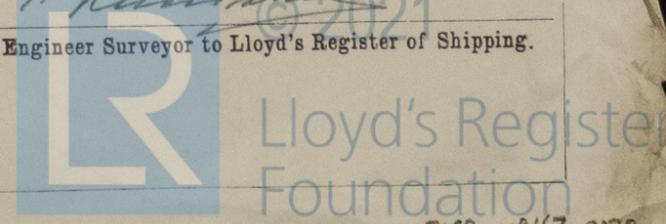
General Observations, Opinion, and Recommendation:—  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)  
CS 8,34,

The Machinery of this vessel is in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				19

Committee's Minute FRI 27 JAN 1939  
Assigned As now subject

T. Kaminishi  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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